

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 132.—VOL. 6. [Registered at the General Post Office]

SATURDAY, MAY 2, 1891.

[For Transmission Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

Ananias and Sapphira must look to their laurels. The shipowners' papers are running them very close. Scarce a day passes but they print some absurd lie, perhaps attributable less to their own powers of imagination than to their touching faith in any correspondent who can send anything in any way reflecting on the Seamen's Union.

Last week the yarn was that the shipowners had beaten the Union at Dundee, and had succeeded in reducing seamen's wages. This week an alleged "Secession from the Sailors' and Firemen's Union" is going the rounds, though it carries with it its own contradiction, seeing that as it is stated that the Fishermen's Section of the Hull Branch was never recognised as part of the Union it could not have seceded. To leave a thing you must first join it. But where the Union is concerned any lie is good enough for shipowners' papers.

It was suggested in last week's *SEAFARING* that the attention of the Government should be called to the reported impressment of British seamen into the service of the Argentine Republic, and their alleged cruel treatment. This we are glad to see has been done in the House of Commons by Admiral Field, and the Argentine Government will be requested to look into the matter, which must not be allowed to drop.

A member of the committee of the Naval Exhibition informs us that it is quite incorrect to imagine that the Exhibition would have excluded anything illustrative of the food and accommodation or hardships of seamen in the merchant service, and asserts that it is entirely the fault of the seamen's representatives if there be no such exhibits.

Readers of *SEAFARING* will remember that weeks ago we suggested that the Seamen's Union should arrange for exhibits illustrative of merchant seamen's food, accommodation, etc., therefore the blame does not rest with us that nothing has been done in the matter. Now that it is too late there will be regret enough, but we are in no way responsible, as we did all that we could.

The precious Insurance scheme of the Shipping Federation seems to be knocked on the head for the present. At any rate it has been referred to a committee, who may as well change the name and call it the Crimbs' Endowment scheme.



ONE-LEGGED SHELLBACK: What do I want? Why, either compensation for the loss of my leg, or else the leg itself.

SHIPPING FEDERATION QUACK: If you've got killed we could have compensated the boarding-master for the loss of your custom, but we don't allow compensation to seamen for injuries. If you'll pay 1s. per week you will be entitled to a bottle of the wonderful new Federation Lotion, guaranteed if rubbed into the wooden leg to make a real leg grow.

A person who goes about attacking the Seamen's Union was, according to a local paper, while attempting to address the public in one of the North of England ports the other day, pelted with rotten eggs and roughly used, and had to be escorted to the railway station by the police. This does not say much for the popularity to be got by denouncing the Seamen's Union.

The general secretary of the Seamen's Union is to be released from prison in Cardiff on May 13, and is to have a great reception, all the various Branches of the Union that have banners being expected to send them with a member or two thither to bid him welcome, while various other labour organisations will join in the demonstration, which thus promises to be a most imposing affair.

Mr. Wilson deserves it all, after his unjust punishment in the seamen's interests. And other seamen have been, and no doubt will continue to be, unjustly imprisoned, and whenever they are they also should be welcomed on their release with music, banners and cheers. That is the way to make men proud of imprisonment in a good cause. It is important to foster the feeling that it is not disgraceful, but glorious, to be imprisoned in the cause, so

that all of us may be proud to serve it by imprisonment if necessary.

Now that the shipowners profess to be in such a benevolent mood towards shipmasters, yet do not increase their wages, owners might at least furnish masters with charts and other appliances necessary to navigation, which those ill-paid functionaries cannot at present afford to purchase for themselves.

Mr. C. H. Wilson, M.P., our readers know as about the best shipowner in this country—too good to have anything to do with the Shipping Federation—and no doubt there exists Mrs. C. H. Wilson, wife of that gentleman, but "Mrs. C. H. Wilson, M.P." is a lady of whom Mr. C. H. Wilson himself probably never heard any more than we did till a Liverpool shipowners' paper announced the other day that she and Sir A. Rollit are to have the freedom of Hull Trinity House conferred on them.

In fact, we were under the impression that, though Parliament undoubtedly contains many old women, no lady is an M.P., and that since an abbess sat in Parliament some hundreds of years ago, there has not been a lady M.P.; but when facts are opposed to shipowners' papers, so much the worse for facts.



MRS. PRUNELLE: What in the world are you doing, Robert?

MR. PRUNELLE: Since that feminine craze for men's linen came in, you've indulged in it so that this is the only thing I can find to put on.

Mr. Begg, the treasurer of the Hull Branch of the Seamen's Union, some time ago taxed one of the opponents of the Union with having been convicted of stealing a seaman's bag, and was promptly threatened with an action for slander. The action has not yet come off,

and Mr. Begg's shadow has not grown less under the threat.

"Scab" is not a pleasing term, but it is heard so often that the following extract from the *Journal of the Knights of Labour* is interesting:—

It may not be generally known that the term "scab," in the sense of a mean, despicable fellow, which is generally set down as slang of modern invention, is to be found in Shakespeare. The word appears in the following passage from "Coriolanus," Act I, Scene 1:

What's the matter, you dissentious rogues,
That rubbing the poor itch of your opinion
Make yourselves scabs.

Those who affect precision in the matter of language can hardly take exception to Shakespeare as an authority. "Scab" is good classical English.

As it was not the fault of Captain Masson that the *St. Rognvald* was lost, it is satisfactory to note that the Court of Inquiry has held him blameless in the matter, but as his owners had discharged Union men simply because they were Union men, and employed blacklegs in their stead, it is to be hoped that the owners lost heavily by the steamer.

The crew being blacklegs, it is not surprising to learn from one of the witnesses that they were so very slow about getting the boats out. Had there not been plenty of time for these lowering operations considerable loss of life might have ensued.

A SERIOUS affray took place on Saturday between two firemen named John Williams, of Holyhead, and William Davis, of Talsiain, Carnarvonshire, the latter being seriously injured. Williams has surrendered himself to the police.

MESSRS. ALEXANDER STEPHEN & SONS, of Dundee, have received a telegram intimating the arrival of the *Aurora* from Newfoundland seal fishing with 7,000 young harps and 10,000 old harps and bedlamers. The four Dundee vessels at Newfoundland this season have caught altogether 88,400 seals of an estimated value of between £50,000 and £60,000, being the most valuable catch they ever secured.

FOR SAVING LIFE.—The Board of Trade have awarded their silver medal for humanity in saving life at sea to Mr. George W. David, master of the *Mosser* (s.), of London, in recognition of his services in rescuing the shipwrecked crew of the schooner *Nordkap*, of Fowey, which was wrecked at sea on Mar. 13, 1891. The Board have also awarded their silver medal for gallantry to Mr. David M. Henderson, chief mate of the *Mosser*; and their bronze medal and a sum of money to each of the crew who accompanied the chief mate in the rescuing boat of the *Mosser*, viz., Alfred Nichols, boatswain; William Thomas, A.B.; Henry Martin, A.B.; Benjamin Reynolds, A.B., and John Butler, A.B.

ATLANTIC CATTLE TRADE.—It appears that it is not only the seamen and the cattle that suffer in this trade, but the cattlemen, of whom a Liverpool paper—and a shipowners' paper too—has to confess that the men come to Liverpool, receive a promise of payment of the balance of their wages in a day or so, and meanwhile the foreman cattle-hand, who presumably holds the cash as well as the return ticket belonging to the greenhorn, slips away in the next steamer to the States, having previously sold the return pass to a needy emigrant, and thus swindles the unfortunate cattleman both of his wages and passage home. This is a bare statement of an occurrence which the United States Consul informs us has taken place hundreds of times within the last two years, and in spite of representations to all parties concerned, we believe the evil is yet a matter of ordinary and daily occurrence. Not knowing what to do, the stranded men apply to the Consul, and, as a matter of public charity, the unfortunates are generally sent back, but it is not right to allow wrong-doing of this description to continue, and though the men have not themselves to blame for the faults of a swindling foreman, yet the receipt of charity renders them as much paupers as if they were in the workhouse itself.

STEVEDORES AND DOCKERS.

At Bristol, April 18, an action was brought by Thomas Davis, Thomas Malpas, and George Baker, who have acted as secretaries of the Dockers' Union in Bristol, against Messrs. Kilby & Co., stevedores, of Bristol, for £10 17s. 3d., which it was alleged the defendants had made themselves liable for under an agreement dated Sept. 24, 1890, to guarantee the law expenses incurred by the plaintiffs in an action against them in the County Court by a stevedore named Quin. Mr. Douglas Metcalfe was counsel for plaintiffs, and Mr. H. E. Lawes represented defendants. It was stated that Quin sued the plaintiffs for £50 for inducing men to leave the ship *Gardopee* which he was unloading, because he had accepted lower prices than those agreed upon by other stevedores. Quin was awarded £50 and costs. Several stevedores entered into an agreement to guarantee the plaintiffs' law expenses, and all but two had paid. In one case the plaintiffs sued in the County Court and obtained a verdict, but the man went into bankruptcy and paid nothing. Evidence was given as to the costs incurred, and Malpas, in cross-examination, said that instructions for this action to be brought were given by the executive of the Dockers' Union. His Honour: That is a comprehensive term. Mr. Lawes pressed for the name of the party instructing, and witness said it was Ben Tillett. In answer to further questions, witness said if the plaintiffs lost this case they would not expect to pay the costs out of their own pockets. A telegram was received from Ben Tillett when the dispute concerning the unloading of the *Gardopee* was pending, but it was not directly in consequence of that telegram that the men were called off. Mr. Lawes submitted that the agreement, if it were to be regarded as an agreement, was in restraint of trade, and therefore void. Men were enticed to leave their work, which the Courts had uniformly decided was wrong, and for that wrong damages to the extent of £50 had been recovered. Therefore, when the stevedores said, if they ever did, that they would guarantee payment of the costs, it was nugatory and void in law, because it was to provide for the commission of that which was illegal. Then again, the contract was uncertain. He contended that no money was due to the plaintiffs. The agreement was to guarantee "the law expenses," but nothing was said to as to any damages that might be awarded. If, therefore, the £50 was deducted it would be found that the plaintiffs had received more than the law expenses. Another point which he raised was that the action was illegal on the ground of maintenance. Mr. Metcalfe argued, in reply, that there was no illegal consideration; and, as to maintenance, he submitted that the essence of that point was that the party maintaining the action was not interested in it. In this case that was not so. His Honour held that there were no facts to go before the jury. It was illegal to band together for such a purpose, and he was surprised to hear of respectable firms of stevedores banding together for the purpose of keeping up the price of unloading vessels, as small men were simply ruined by such a combination, for if the big price had to be paid those incurring the expenditure must go to a big firm, and if the small firm tried to break this down both stevedores and dockers set upon them. Both gangs, who called themselves "Unionists," set upon small man like Quin, and drove him out because he tried to earn a living for himself. Then came the visits from these three men, who were paid pretty well—men who did not like work, but rather to order men about—and the real workers were foolish enough to allow this, and to allow a man like Ben Tillett, who lived at a distance, to order them to leave this or that ship. The only thing in the case was that the defendants were a party in this gross illegality, destructive of all trade. He withdrew the case from the jury, nonsuited the plaintiffs, and declined to allow costs.

SALVAGE OR TOWAGE?—Sheriff Rutherford recently heard proof in the Edinburgh Sheriff Court in an action by James Muirhead, fishmonger and poultier, 79, Queen-street, Edinburgh, against the General Steam Fishing Company, Limited, Granton, for £84 in name of salvage. The defenders said that the service rendered was not salvage, and asserted that only towage should be paid, and that they had offered the pursuer £20, which he refused. The Sheriff issued an interlocutor finding that the services rendered were towage and not salvage, and that the £20 tendered by the defendants was fair and reasonable remuneration. The pursuer appealed to the interim Sheriff-Principal (Professor Rankine), who has now issued an interlocutor holding that the services were salvage and not towage, and assessing the amount due by the defenders to the pursuer at £45, and expenses.

ANOTHER UNION VICTORY.

At Drogheda Petty Sessions, on Monday, in the case of the Drogheda Steampacket Company, John Chadwick, registered owner, and Patrick Kelly, master, complainants, James Marion, defendant, the summons set out:—"That the defendant did on April 11 wilfully disobey the lawful commands of the complainants in not going and discharging his duties on the steamship *Tredagh* in pursuance of the articles of agreement. Mr. Simpson appeared for the prosecution, Mr. J. D. McCarthy, Dundalk, appeared for the defence. Mr. McCarthy said before the case was taken up he wished to ask that if any of the members of the Court had any interest in the Steampacket Company that they should not take any part in the hearing of this case. Alderman Daly said he would take no part in it. Alderman Casey Connolly said he had an interest in the Steampacket Company but he did not know why it should debar him from adjudicating in the case, for whatever his interest in the Company that would not interfere with his impartial discharge of his duty as a magistrate. Mr. McCarthy: I'd like to be courteous, but if Alderman Connolly insists in taking part in the hearing of the case I may have to adopt another course. Mr. Casey Connolly didn't see that he was debarred from taking part in the case. Mr. McCarthy: I know you are not debarred, sir, but if you persist in adjudicating I will refer you to authorities to show that you are not entitled to adjudicate. Mr. Casey Connolly: If my friend, Alderman Daly, does not take part in it neither shall I. Patrick Kelly, master of the *Norah Oreina*, was sworn, and about to give evidence, when Mr. McCarthy objected: He said that before the complainants gave any evidence at all they must first produce the official log book of the ship. Mr. Simpson said that it was altogether in the discretion of the Court to hear the case. Mr. McCarthy said that this charge was brought under Sub-Section 4 of Section 243 of the Merchant Shipping Act, but under Section 244 of the same Act, the entry of the offences enumerated under the preceding section should be entered in the official log-book and signed by the master, also the mate or one of the crew. This latter section also provided that the offender before he left the ship should have the charge read over to him, or should be furnished with a copy thereof. He referred the Court to the sections. Mr. Kilkelly having read the sections, said the log-book should be produced. Mr. Simpson: But the man is not in the ship. It is in the discretion of the Court to hear the case. Mr. McCarthy said Section 244 of the Act required the production of the official log-book where practicable, and in default of such production the Court might refuse to receive evidence. Captain Kelly said there was no entry of this offence on the log-book, though there was on the ship's journal. Mr. McCarthy said this was not sufficient. Mr. Simpson: You can prosecute us if you like. Mr. Kilkelly said the entry should have been made in the log-book as directed by the statute. Mr. Simpson said he would go on. Mr. McCarthy: How can you go on till you know how? It is entirely in the discretion of the Court to allow you to proceed. Mr. Kilkelly: What was necessary has not been done. Captain Kelly was here directed to go for the log book. Captain Kelly having produced the log book, said there was no entry either in the log book or journal. It was always after the voyage that he wrote up his books and his ship had not been on top post since. Mr. Simpson: I have got the articles here which the man signed, and on these is endorsed the captain's remarks that this man refused his work. Mr. Kilkelly: But that is not the official log book. Show me the official log book. Mr. Simpson: There is no entry in it of this transaction. It is in your discretion to hear the case. Mr. Kilkelly: I think it is necessary that the legal forms prescribed by the Merchant Shipping Act should be carried out. In this it has not been done. The Company should not carry on their business in this slipshod way. The Act prescribes that an offender under this section shall get a copy of the complaint against him; when there is no original there could not be any copy given. Mr. Simpson submitted that it was in the discretion of the Court to hear the case. Mr. Kilkelly: We couldn't think of hearing a case like this where the requirements of the law have not been carried out. Mr. McCarthy asked for a dismissal with costs. Mr. Simpson said the Court should not give costs as the defendant only got off on a technicality. Mr. Kilkelly said he would dismiss the case without costs. Mr. McCarthy said he did not think the Company would get off so easily when he would have them up there on that day fortnight to recover the penalty of £20 to which the Company have

made themselves liable. The case was dismissed. The following is a copy of a letter sent by Mr. McCarthy to the President of the Board of Trade:—I wish to draw the attention of the Board of Trade to the case tried to-day in Drogheda; the defendant was charged that he did, on the 11th of April, wilfully disobey the lawful command of the complainants in not going and discharging his duties on the steamship *Tredagh*, in pursuance of the articles of agreement under Sub-Section 4, Section 243, of 17 and 18 Vic., c. 104. I, as solicitor for the defendant, objected to any evidence of the offence being given, except complainant produced the official log book with an entry of the complaint, which is necessary under Section 244. On its production no entry of the offence was made and the justices dismissed the case accordingly, by the chairman remarking that the Company seems to do their business under the Act in a very slippery way. The penalty for non-observance of Section 243 and its sub-sections is £20. I, on behalf of the defendant, who was had apart from this point a good defence on the merits, must ask the Board of Trade to take cognizance of the offence, or I shall, in the interest of the Sailors' and Firemen's Union, take such steps as I may be advised to compel the Company to respect the Merchant Shipping Act and seamen's rights thereunder.

The Board of Trade reply as follows:—Sir, I am directed by Sir Michael Hicks-Beach to acknowledge receipt of your letter of the 27th inst., which will receive consideration. I am, Sir, your obedient servant, WALTER J. HEWELL.

IMPORTANT DECISION.

In the Queen's Bench Division of the High Court of Justice on Saturday, before Mr. Justice Lawrence, the case of R. W. Jones & Co. v. the London and North-Western Railway Company came up for judgment, the action having been tried before his Lordship at Liverpool, the plaintiffs being shipowners of Newport and the defendants being the owners of the Garston Docks, near Liverpool. The action was to recover £175 demurrage on two ships, the *Ricardo* and the *Bergamo*, and also for a declaration of right and an injunction.

His Lordship said the question raised was one of considerable importance, as it affected the rights of the parties during the continuance of a strike as well as of the general rights of the parties in regard to matters which were of public interest. It appeared that in this case the plaintiffs sent their ships into the defendants' docks, but in consequence of a strike of dock workmen the ships were delayed for a longer time than the plaintiffs considered necessary or reasonable. It was admitted that the defendants might have obtained plenty of workmen, but they refused to employ them because they belonged to the Union, that it was, in fact, not a strike, but a lock-out, and therefore it was the defendants' own fault if proper and efficient men were not employed to discharge the plaintiffs' ships; and, still further, it was alleged that while the defendants did not employ sufficient labour themselves to discharge ships with due celerity, they refused to allow the plaintiffs to employ their own men, and the plaintiffs allege that if they had been allowed to employ their own men they could have discharged the ships—in the one case in three days, and in the other in four days, shorter time than was taken by the defendants to discharge them. The plaintiffs claimed the right to employ their own men, and in this action they asked for a declaration of that right, and the real question at issue, therefore, was whether shipowners generally had a right to employ their own men if they thought proper, or whether the railway company, as owners of the Garston Docks, had the power to exclude all workmen except their own. His Lordship then reviewed the Acts of Parliament, general and private, and the dock rules constructed under the Acts of Parliament, with the result that he found nothing anywhere to give the defendant Company the right to exclude all workmen except their own, whilst he did find a clause reserving to the public all the right enjoyed with respect to the old docks. It was contended for the Company that it would be impossible to carry out the works of the docks properly if every shipowner who chose were allowed to bring in strange men. He (his Lordship), however, had nothing to do with that point; he must decide the question as he found it, and as it was of so much importance, probably it would go further.

His Lordship then gave judgment for the plaintiffs for £125 with costs, and a declaration of their right to employ their own men, and an injunction, the particular wording of which was to be settled in chambers.

HOW SEAMEN SUFFER.

The following is the case referred to in the report of the North Shields Branch of the Seamen's Union:—Terrible sufferings at sea, through the abandonment of the iron barque *Arthusa*, of Liverpool, 1,272 tons register, and the subsequent adventures and privations of the crew in open boats have been reported. The *Arthusa* sailed from the Tyne, for Valparaiso, with a cargo of 1,818 tons of coal, on July 13 last. She had a crew of twenty-three all told, was well found in every respect, and commanded by Captain John Hamilton, part owner. All went well, and the ship made good progress until Sunday, September 29, when, though the captain had made every endeavour to thoroughly ventilate the cargo, and opened the hatches, shortly after noon there was observed a strong smell of gas coming up the after ventilator. The circumstance was immediately reported to the captain, who at once took steps to endeavour to find out the locality of the fire, going below himself for the purpose. He was, however, unable to remain below for long, owing to the gas and smoke. They then battened down all the hatches, and covered the ventilators, for the purpose, if possible, of smothering the fire, which, there was no doubt, had originated through spontaneous combustion. After the hatches were battened down, they ran for Falkland Islands, 130 miles away, as the nearest port of refuge. The smell of gas increased, and then they began to smell smoke. On the morning of Oct. 1 the smoke became more dense and almost suffocating, and the fore hatches were blown off, but were secured again. During the evening of the same day sparks were observed coming up the main ventilator abaft the mainmast; the sparks set fire to the mizzen staysail, which, however, was extinguished. The ventilator was taken off, and water poured down for about two hours; but finding it had no effect, the ventilator was battened down again. During the night there were constant explosions, the fore and after hatches were blown off several times and replaced again; the main hatches, however, had hatch bars over them, and they were not disturbed. On the morning of Oct. 2, the heat had increased so much that the sides of the vessel were red hot abreast of the mainmast, the water in the waterways boiling, and the pitch melting in the deck seams; the deck also gave way when they walked on it. At 8 a.m. the captain, seeing that there were no hopes of saving the vessel, determined to abandon her, as at that time it was impossible to remain on board on account of the excessive heat. The ship was hove to under her two lower topsails, and one of the lifeboats and the pinnace, which had previously been got ready and provisioned, were lowered; the captain, second mate, steward, carpenter, one apprentice, five seamen, and a boy, left in the pinnace; whilst the chief mate, boatswain, sailmaker, cook, six seamen, and two boys, were in the lifeboat, which was the first to get clear of the vessel, the pinnace leaving shortly after. There was a strong breeze blowing from the W.N.W., with a nasty sea. Sail was set on the boats, and a course steered for Port Stanley, which bore from them about W.N.W., distance from 120 to 130 miles. At 11 a.m. they last saw the *Arthusa*, in a large volume of smoke; and the lifeboat, which was faster than the pinnace, afterwards disappeared. During the night the crew of the pinnace suffered greatly from cold and exposure. On the morning of the 3rd the captain, to use the second mate's words, became despondent and benumbed, and was compelled to lie in the bottom of the boat; and, as she shipped a good deal of water he was constantly wet. On October 5, being the fourth day in the boat, the captain became delirious, and during the night the steward died from exhaustion. On the morning of the 6th Port Stanley Light was sighted, and at 8 p.m. they reached the mouth of the harbour, where they were picked up by a schooner, taken into the harbour, and then landed. The captain died twelve hours after their arrival. One of the seamen and the apprentice were so severely frost-bitten that it was found necessary to amputate their feet. In the lifeboat, they had a compass, with sufficient provisions, namely, tinned meat, two bags of bread, kerosene oil, and a forty-gallon cask, which was supposed to be full of fresh water, but which afterwards was found to contain only about three or four gallons. After losing sight of the pinnace, the chief mate, Mr. John McClement, steered north for four or five days, after which the course was changed to west, in the hope of making the mainland. Finding they could not tell the exact position the mate put the crew on short rations in respect of the water. They were but poorly clad, having lost nearly all their clothing, and their sufferings from cold were very great. On the third day some of the men complained of being frost-bitten. On

Oct. 7, five days after they left the *Arthusa*, all the fresh water in the boat had been consumed except a small quantity kept in a bottle, into which a piece of rag was dipped, with which they moistened their lips. After being two days without water, the cook became desperate, and mixed in a bucket a concoction of salt water and kerosene, of which he and the mate drank freely, and for a time this seemed to assuage their thirst, only, however, to intensify it afterwards. On the following day two small dogs which were in the boat died from thirst, and the cook and two sailors opened the bodies of the animals while they were warm and drank the blood. The same night the cook became delirious, and died on the following day (Oct. 11) in the most excruciating pain and torture. Three hours later the mate, who had already shown signs of insanity, raved so much that he had to be lashed down to the thwart. The remainder of the crew, too, were all more or less delirious. During the night one of the boys was taken seriously ill, and then it was suggested that they should all throw themselves overboard, and thus put an end to their terrible agonies. Shortly after 6 a.m. on the 12th they espied a sail right ahead, and as the light became clear, the occupants of the boat, to their intense joy and relief, observed the vessel bearing down upon them. No sail had been hoisted in the boat for days, as the hands of the men were too swollen to manage it, and the craft had been allowed to drift about almost at the mercy of the waves. When they saw the sail a handkerchief was placed on the end of a boat-hook, and then two of the men feebly held it up. This signal of distress was seen on board the vessel, which proved to be the barque *Lady Octavia*, of Greenock. A boat was launched, and a crew of the *Lady Octavia* brought the *Arthusa*'s boat alongside the ship, and carried the men on board, they being too helpless and too exhausted to assist themselves. All were put to bed; special attention being paid to the mate, the boy, and four others who were severely frost-bitten. The shipwrecked men were picked up in lat. 49° 50' S. long. 64° 10' W., and during the ten days they were in the boat had drifted 150 miles from the Falkland Islands. The *Lady Octavia*, which was bound from Hamburg to Valparaiso, then proceeded on her voyage. On the night after he was rescued the mate died raving mad, and the following day the boy expired. The *Lady Octavia* arrived at Valparaiso on Oct. 20, where she landed the nine survivors, most of whom were conveyed to the British Naval Hospital. They were all suffering from exposure and frost-bite, and it was found necessary to amputate both feet of one man, and the toes of one foot of another.—J. C. Smith had half of each foot gone, a case that we must strongly advocate.

DEATH OF MR. C. M. NORWOOD.

Mr. Charles Morgan Norwood, who represented Hull in Parliament for twenty years, and was the chairman of the London and India Docks Joint Committee, died on Friday night, April 24, at his residence, Ennismore-gardens, London. He was well known as the enemy of seamen and dockers. The *Shipping Gazette* says:—The great divergence of opinions between him and Mr. Plimsoll, during the time the latter gentleman was agitating in the cause of seamen, gave rise to a feud between them which has never healed, and which doubtless resulted in the loss of prestige and the usefulness in the House which up to that time he had exercised. The loss of his seat for Hull, also, it is well known, caused great disappointment to him, and affected his position as a leading adviser in commercial circles. On his election to the position of chairman of the board of the Amalgamated Dock Companies, great hopes were entertained that his long and varied practical experience would be beneficially exercised in resuscitating the affairs of these unfortunate concerns. These hopes were not realised, as stormy times arose with the labourers which perhaps would have been beyond the power of the strongest mind to allay. However this may be, the chairman, in his endeavours to grapple with the difficult questions which arose, incurred much odium and dissatisfaction, and perhaps it is not too much to attribute to the worries and responsibilities—not only with dock labourers but also with many shipowners—in which he was involved, his somewhat premature death at the age of 66 years.

THE British barque *Andromeda*, at New York from Pisagua, reports having been in the harbour during the recent bombardment. Over 500 residents came on board for safety. Many shells passed over the ship, but no one was injured on the vessel.

BOARDS OF CONCILIATION.

A meeting of working men was held on Saturday at the Rotunda Lecture Hall, Liverpool, for the purpose of forming a Board of Conciliation to deal with labour questions. The Right Hon. Lord Brassey, who presided, said he was not there as an agitator, and had no ambition to win cheap popularity by taking part on the side of labour in conflict with capital. He was not there to tender advice to the employers of labour as to the management of their business—advice which was neither sought nor needed. The object of the meeting was to establish in this great city

A PERMANENT BOARD.

comprising an equal number of employers and working men, which would deal with all labour disputes by peaceful means, and which would act as conciliators between employers and their workpeople. The great representative bodies of working men who had taken up this proposal had not been prompted to do so, as had been suggested in certain quarters, with the view of gaining advantages by indirect means which could not be obtained

IN OPEN CONFLICT

with their employers. The movement was essentially a movement on the part of moderate men, and it was designed honestly with the view of preventing the recurrence of strikes, of which there had been bitter experience in times past, and which, whatever might be the result, must always be detrimental to all concerned. He had that day seen a deputation which included representatives of the great majority of the trade societies of Liverpool, and he had been assured by them that no matters of importance were at present in controversy, and that the establishment of a Court of Conciliation would not be a signal for agitation, nor would it lead to new demands upon the employers of labour. (Applause.) It was thought that the present time was especially favourable for setting up a Board of Conciliation, chiefly because

NO DISPUTES WERE PENDING,

and thus an opportunity would be given to the new body to gain the confidence of all classes. There had been wide experience of the working of Courts of Conciliation in other trades, and all their experience was favourable. After referring to the small profits realised from railways, docks, etc., his lordship said the average interest on capital had been gradually falling, and, on the other hand, wages had gone up something like 50 and 100 per cent.; the hours of labour had been reduced by 10 hours a week, and the cost of the necessaries of life had been largely reduced. There was a general tendency throughout the world to look upon eight hours a day as an ideal standard, and no doubt, in many occupations requiring hard work, this was a full demand on the powers of the workmen. Some employers had a strong antagonism to Trades Unions, but he thought this was idle. In his judgment it would be a great injustice on the part of any employer of labour to refuse to

RECOGNISE TRADE UNIONISTS

as representatives of the working classes. (Hear, hear.)

Mr. W. Nicholson (secretary of the local branch of the Sailors' and Firemen's Union), moved the following resolution:—"It is hereby recommended that a Board of Conciliation and Arbitration shall be formed for the settlement of differences in the shipping and produce trades of Liverpool." He said he felt strongly that something should be done to put a stop to the sorrow and distress which always fell in the wake of the strikes which had been so prevalent in Liverpool of late years. (Applause.)

Mr. John Bennett (Cotton and General Porters) seconded the resolution, which was supported by Mr. Paton, who said he felt that the employers' duty was to join with the working men and help in such a meritorious movement. He hoped that in the future the Liverpool employers would meet their employés with a free hand than before, and not as enemies, but as friends.

The resolution was carried with acclamation.

Mr. James Samuelson moved: "That the general constitution of the board, subject to the approval of the employers, shall comprise an equal number of Liverpool or Birkenhead employers and working men in the several branches of the shipping and produce trades; that the sub-committee of each branch shall deal with disputes arising in that branch; and that it shall be the duty of officials of the board in the first instance to act

AS CONCILIATORS

in disputes between individual employers and their workpeople. The board shall not refuse to

deal with disputes on the ground of workmen being Unionists or non-Unionist, but it shall take no cognisance of complaints made by men already on strike, or by employers who have locked their workmen out." The mover called attention to the danger which threatened the industries of this country from the extending organisations and armaments of employers and employed throughout the country, and referred especially to the recent manifesto of the Shipping Federation, remarking that in the last clause of that manifesto an appeal was made by the employers to all industries and well-disposed ship-workers to co-operate with them in putting an end to a state of things alike injurious to themselves, their wives and families, and the trade of the country. A considerable body of workers in Liverpool connected with the shipping and produce trades had associated themselves together and expressed their readiness to accept this challenge, including the carters, the seamen and firemen, the Society of Railway Servants, the Mersey flatmen, the cotton, corn, and general warehouse porters, and other bodies of labourers, engaged in the handling of produce, and their action was approved and endorsed by the Trades Council. The main object of the movement, he said, was

TO PREVENT THE POSSIBILITY OF STRIKES' to save the mercantile community, the importers, and manufacturers from suffering by disputes in which they had no direct interest, and to protect helpless women and children from starvation. He drew attention to the fact that even rival nations whose interests were antagonistic began to see the folly of attempting to settle their commercial disputes by physical force, and hoped that Liverpool would set the example of initiating a general movement in this country for settling disputes between employer and employed, whose interests were largely identical, without, as in the past, resorting to the barbarous and unsatisfactory expedients of strikes and locks-out.

Mr. Connatty seconded the resolution, which was carried.

A resolution was also passed appointing a provisional committee on the part of the working men to approach and seek the co-operation of the employers of labour in the various branches of the shipping and produce trades of the port.

A vote of thanks to Lord Brassey brought the meeting to a close.

MR. JOHN BURNETT, secretary of the Labour Bureau of the Board of Trade, and Mr. Geoffrey Drage, barrister-at-law, have been appointed joint secretaries of the Labour Commission.

SEAMEN SENT TO PRISON.—Two seamen, named Dunnett and Pettersen, were convicted in the Edinburgh Sheriff Court-house on April 29, of having, while at sea on board the steamer *Croma*, of Newcastle-on-Tyne, now lying at Leith, refused to obey the first mate. Sheriff Hamilton sentenced them to three days' imprisonment. C. Johnston, a fireman, also for disobedience, was sentenced to a week's imprisonment. In the latter case it was said that the speed of the vessel was reduced in consequence of his refusal to keep up the fires. Warrants were issued by the Sheriff for the apprehension of three other members of the crew, charged with similar offences, who failed to appear.

HULL FISHING TRADE.—The Hull smackowners still decline to receive a deputation to discuss the proposal made by their men for shorter hours when in port, unless the paid officials of the trade organisations are excluded from the interview. The fishermen are said to be firm in their determination that they shall be represented by their officials, and it is feared that a strike on a large scale will be the result of the deadlock. There are some 1,400 members of the fishing trade organisations, and so far as it has been possible to take their opinion upon the question at issue, the majority are declared to be in favour of insisting upon substantial concessions. Roughly speaking, there are 70 steam-trawlers and 300 sailing craft belonging to the port. The steamers each carry six fishermen and the sailing vessels five. The men say they do not object to the nature or duration of their duties at sea, but they urge that in consequence of the large number of smacks which have been sold or lost from time to time, there is much surplus labour in the port. They are anxious that employment should be found for those men who cannot secure berths, and also for the aged fishermen. A reduction of their hours of labour whilst their vessels are in dock will, they maintain, give employment to a large number of men who are now idle. They further contend that the wages of the boatswains and weekly hands are not sufficient.

HOMeward BOUND.

The following vessels have been reported as homeward bound since the last issue of SEAFARING:—
Amazonense s left Ceara April 18, for Liverpool
Apostol s cld at Norfolk Va April 22, for L'pool
Angelo P, Pedimonk, cld at Pensacola April 11, for Liverpool

American s left New Orleans April 22, for L'pool
Asia s left Bombay April 25, for Liverpool
Aurania s left New York April 25, for Liverpool
Aorangi s left Rio Janeiro April 12, for London
Ameer s left Malta April 22, for London
Atlantic left Fremantle March 11, for London
Adelaide left Buenos Ayres March 17, for F'mouth
Arken left Rio Grande March 24, for Falmouth
Andrea cld at Rosario March 24, for Falmouth
Annie M'Law, Ryder, cld at Pascagoula April 7, for Glasgow

Alexandra left Port Pirie Feb 14, for Channel
Argentina left Rangoon April 22, for Portsmouth
Brunswick s left Lisbon April 22, via Oporto, for Liverpool

Benia s left Sierra Leone April 20, for Liverpool
Bonne s left Grand Canary April 20, for Liverpool
Branksome Hall s left Perim April 22, for Liverpool
Brage cld at Wilmington April 11, for Liverpool
Bostonian s left Boston April 22, for Liverpool
British Princess s left Philadelphia April 22, for Liverpool

Bielia s left New York April 24, for Liverpool
Ballaarat s left Aden April 23, for London
Bebington left Lyttelton Mar 6, for London
Bellmore s left Trinidad April 11, for London
Blenheim cld at Rosario Mar 30, for Falmouth
Birchfield left Suez April 10, for U K
Bristol left New York April 22, for U K
Bucentoro left New Orleans April 25, for U K
Corona s left New Orleans April 8, for Liverpool
City of Berlin s left New York April 22, for L'pool
Costa Rican s left New Orleans April 22, for L'pool
Congo s left Sierra Leone April 24, for Liverpool
City of Canterbury s left Bombay April 21, for Liverpool

Catalonia s left Boston April 25, for Liverpool
Canton s left Marseilles, Mar 23, for London
Clan Matheson s left Malta April 21, for London
City of Vienna s left Gibraltar April 20, for London
Clan Alpine s left Suez April 25, for London
City of Khios s left Perim April 22, for London
Ching Wo s left Hong Kong April 20, for London
Coromandel s left Aden April 23, for London
Clan Macarthur s left Calcutta April 22, for L'pool
Clan Forbes s left Madras April 22, for London
City of Oxford s left Calcutta April 23, for London
Chollerton's left Calcutta April 21, for London
Chacma left Mauritius March 13, for Queenstown
Coquimbo left Talcahuano April 14, for Falmouth
Caroline, Hamel, left Talcahuano April 11, for Falmouth

Cecilie, Heumann, left Rio Grande March 27, for Falmouth

Crane s left New York April 24, for Dundee
Corean s left Boston April 22, for Glasgow
Concordia's left Baltimore April 23, for Glasgow
Cromartyshire left Tacoma April 18, for Channel
Charlton s left Constantinople April 20, for U K
Cochin s left Norfolk April 20, for U K
Cookermouth left Astoria April 8, for U K
Chicago s left New York April 25, for U K
Columbia left Ship Island April 17, for Belfast
Cambay cld at Pensacola April 11, for Bristol
Colombo cld at New York April 10, for Exmouth
Columbus, Olsen, cld at Pensacola April 8, for Grangemouth

Camela C left New York April 7, for Plymouth
Dryden s left New York April 22, for Liverpool
Dorunda s left Aden April 24, for London
Drummond Castle left Madeira April 23, for L'pool
Damara s left Halifax April 15, for London
Dabulamanzi s left Ushant April 25, for London
Duen cld at Demerara March 28, for Queenstown
I uncow spoken April 22, 49 N, 10 W, for Falmouth
Derwent Home s left Pascagoula April 23, for Fleetwood

Eden Hall s left Suez April 23, for Liverpool
Eolo left St. Michael's April 11, for Falmouth
Edda left Jamaica April 16, for Falmouth
Ethiopia s left New York April 25, for Glasgow
Efficient s left Port Royal April 13, for U K
Edmond Gressier left Rio Janeiro April 14, for U K
Frieda s left Suez April 18, for Liverpool
Flowergate's left New Orleans April 17, for L'pool
Fernlands s left Bushire April 15, for London
Formica left Bangkok April 11, for Falmouth
Friedrich left Rosario March 4, for Falmouth
Firth of Dornoch spoken April 17, 48 N 23 W, for Hartlepool

Gulf of Guinea s left Coronel April 18, for L'pool
Federation s left New Orleans April 24, for U K
Felicina Ferrari cld at Pensacola April 14, for West Hartlepool
Gulf of Guinea s left Coronel April 18, for L'pool

Gulf of Suez s left Coronel April 21, for Liverpool
 Gardenia s left Newport News April 23, for L'pool
 Golden Gate left Talcahuano April 24, for L'pool
 Golconda s left Calcutta April 24, for London
 Giuditta D clrd at Rangoon Mar 16, for Channel
 Glandinorwig left Iquique April 4, for Channel
 Gera s left Baltimore April 23, for U.K.
 Hans Nielsen Hauge clrd at Wilmington Mar. 12,
 for Liverpool
 Heraclides left Las Palmas April 22, for Liverpool
 Hornby Grange s left Las Palmas April 24, for
 Liverpool
 Hugo s left Norfolk April 14, for Liverpool
 Helvetia s left New York April 23, for Liverpool
 Hannah Ransome, Williams, left Rio Grande Mar 25,
 for Liverpool
 Hydonnes s left River Plate April 24, for Liverpool
 Hesperia s left Port Said April 21, for London
 Hampshire s left Singapore April 16, for London
 Hubbuck s left Adelaide April 16, for London
 Hereford s clrd at Pensacola April 8, for Barrow
 Hiperion spoken April 9, for Cardiff
 Hevelius s left Rio Janeiro April 20, for Southamp-
 ton
 Havelock spoken April 14, 42 N, 48 W, for Sharp-
 ness
 Haakon clrd at Pensacola April 6, for Whitehaven
 Idar s left Malta April 23, for Liverpool
 Jehunga s left Townsville April 22, for London
 J. H. Nicolai, Drees, left Portland, O, April 18, for
 Channel
 Karamania s left Calcutta April 24, for Liverpool
 Keemur s left Suez April 21, for London
 Kaisar-i-Hind s left Gibraltar April 24, for London
 Keswick left Iquique April 21, for Falmouth
 Kasbek s left Philadelphia April 21, for U.K.
 Kongsbyrd left St John, NB, Mar 26, for Limerick
 Ladstock left Port Chalmers Mar 13, for London
 Laird, Hughes, left Oamaru Feb 26, for London
 Linda left Rosario Mar 13, for Falmouth
 Leviathan, Pedersen, left Montego Bay Mar 24, for
 Falmouth
 Loch Torridon left St Helena Mar 17, for Dundee
 Lord Rosebery, Lloyd, left Calcutta Mar 24, for
 Dundee
 Lochiel s left Port Said April 22, for Greenock
 Lismore left Lyttelton April 18, for U.K.
 Lulra left Baltimore April 21, for U.K.
 Lord Dufferin, Hawthorn, left San Francisco April
 23, for Belfast
 Lord O'Neill s left Baltimore April 23, for Dublin
 Matadi s left Lagos April 21, for Liverpool
 Malvern s left Singapore April 16, for Liverpool
 Methven Castle s left Cape Town April 24, for
 London
 Mombassa s left Port Said April 21, for London
 Menelaus s left Suez April 23, for London
 Meridien left Trinidad Mar 28, for London
 Matabele s left Natal April 21, for London
 Mentmore s left Baltimore April 23, for London
 Monte Alegro left Rosario March 4, for Falmouth
 Mette Katherine left Rio Grande March 24, for
 Falmouth
 Menai left Melbourne March 7, for Channel
 Mineola s left New York April 20, for U.K.
 Mayaguez s left Brunswick April 21, for U.K.
 Mario left Charleston April 21, for U.K.
 Minna, Zeppelin, left Wilmington April 10, for Brstl
 Norseman s left Boston April 21, for Liverpool
 Nonpareil s left Trinidad April 17, for London
 Norham Castle s left Cape Town April 22, for Ldn
 Neptune left Ship Island April —, for Falmouth
 Nordenkjold, Christiansen, left Melbourne March 7,
 for Channel
 Nicolino clrd at Pensacola April 11, for Tyne
 Olive Branch s left New York April 18, for L'pool
 Oregon s left Halifax April 25, for Liverpool
 Orient s left Fortespuria April 24, for London
 Ormuz s left Colombo April 21, for London
 Oreb, Queirolo, clrd at Singapore March 13, for
 London
 Oratava s left Albany April 25, for London
 Oakdale s left Barbados April 26, for London
 Osakae left Valparaiso March 4, for Queenstown
 Ormen left Kingston, Ja, March 11, for Falmouth
 Ovingdean Grange s at St Vincent April 21, for
 Channel
 Ocean s left Philadelphia April 25, for U.K.
 Orchid clrd at Demerara March 31, for Bristol
 Oberon s left Kurraheen April 20, for Hull
 Professor s left New Orleans April 25, for Liverpool
 Patroclus s left Suez April 17, for London
 Port Adelaide s left Colombo April 16, for London
 Pelican s left Calcutta April 22, for London
 Plessey s left Calcutta April 24, for London
 Prince Frederick left Ship Island April 20, for
 Queenstown
 Planet, Mahimanna, left Punta Arenas April 18, for
 Falmouth
 Ponc de Leon s left New Orleans April 20, for U.K.
 Queen s left Newport News April 20, for Liverpool
 Regnbuen left St. Domingo April 5, for Liverpool
 Roma s left Marseilles April 24, for London
 Rosetta left Brindisi April 25, for London

Royal Visitor left Mobile April 25, for London
 Rossdhu spoken April 21, 234 miles off Fastnet for
 U.K.
 Sherbro s left Grand Canary April 24, for L'pool
 Somerton s left Galveston April 1, for Liverpool
 Sir Garnet Wolseley s left Norfolk April 13, for
 Liverpool
 Star of Germany left Cochin March 11, for London
 Spain s left New York April 20, for London
 Sylph, Field, left Trinidad April 7, for London
 Star of Victoria s left Invercargill April 25, via
 Falklands, for London
 Sindia left Calcutta April 27, for London
 Savenas, Piedgren, left Melbourne March 16, for
 Falmouth
 Supremo clrd at Rosario March 30, for Falmouth
 Scandinavian s left Philadelphia April 20, for
 Clyde
 Siberian s left Boston April 24, for Clyde
 Sierra Colonna left Rangoon Feb 19, for Channel
 Selene clrd at Rangoon Mar. 11, for Channel
 Supreme left Buenos Ayres Mar 13, for Channel
 Satanderino s left New Orleans April 22, for U.K.
 Southern Queen clrd at St. John, NB, April 15, for
 Fleetwood
 St Charles left San Francisco Mar 27, for Hull
 Serena left Port Nolloth Mar 16, for Swansea
 Taurus left Salaverry Feb 10, for Liverpool
 Teucer left Suez April 20, for London
 Talavera left Melbourne April 22, for London
 Tonina II left Campeachy Mar 21, for Falmouth
 Tercera left Geraldton April 18, for Channel
 Treglison s left Perim April 21, for U.K.
 Tenasserim s left Aden April 21, for U.K.
 Tresco s left Galveston April 18, for U.K.
 Tamar s left Santos April 25, for Southampton
 Unione P left Charleston April 20, for U.K.
 Victoria Regina left Calcutta Feb 11, for Dundee
 Valentine left Valparaiso April 9, for Channel
 Vanlou left Rio Janeiro Mar 27, for Cardiff
 Wisconsin s left New York April 25, for Liverpool
 Washington City s left New York April 21, for Ldn
 Wetherby s left New York April 23, for U.K.
 Wilkommen s left New York April 23, for U.K.
 Worcester s left Perim April 21, for Hull
 Ystavat left Buenos Ayres April 14, for Falmouth
 Zeta at Buenos Ayres April 22, for Queenstown
 Zuleika at Tchio Jan 5, for Glasgow

SEAFARING DISASTERS.

Adirondack, s, of Liverpool, is now regarded as hopelessly overdue. She sailed from the Tyne on March 7 for Genoa, with a cargo of coals, and spoke the *Suevia*, s (German), broken down, at the entrance of the English Channel on the 14th March. Since then there has been no further news of her. She is supposed to have foundered in the heavy weather which prevailed at the time. She is now over 48 days out. The following is a list of the crew:—Arthur Ellison, master, North Shields; Charles B. Scott, chief officer; Alexander Ballantine, second officer; O. Olson, carpenter; David Edington, steward; Henry Jones, cook; Peter M'Dermott, boatswain; John Rouse, Auton Hansen, Hylmer Olsen, G. A. Nordstrom, T. Partington, Emil Petersen, Allan Bromley, and James Watson, all able seamen; William Dunlop, chief engineer; Thomas H. Hall, second engineer; and Edward Murray, third engineer; W. Richards, donkeyman; John Dunn, John Clarke, Albert Keene, James Clarke, John Mines, Robert Rennie, and Peter Smith, firemen; John R. Tubman, engineer's steward. Henry Jones and John Mines belonged to Liverpool, and T. Partington to Birkenhead. The rest of the crew belonged chiefly to North Shields. The *Adirondack* was the property of the Adirondack Steamship Company, of Liverpool, whose managing owners were Messrs. W. Tapscott & Co. [Mem.: The *Adirondack* is an iron screw steamer of 1,302 tons, built at Newcastle by Messrs. C. Mitchell & Co. in 1879. She had five bulkheads.]

Argonaut, of Greenock, passed the Lizard on Saturday in tow of the tug *Columbus*, and signalled that the captain had died in the morning.

A. T., British schooner, from San Domingo for New York (sugar), encountered a NE gale on April 7, was dismasted, had boats stove, and sustained other damage. She arrived at Bermuda April 11 with her crew in a starving condition.

Angolica, steamer, Fiume for Bordeaux, anchored close in shore of Lissa Island, with shaft broken.

Annie, Wright, of Jersey, which sailed from St. Briec for London on March 7, 1891, with a cargo of buckwheat, and has not since been heard of is considered missing.

Agnes, Rowlands, of Bideford, which sailed from Britonferry for Devon on March 2, 1891, with a cargo of coal; was spoken off the Longships on March 9, and has not since been heard of is missing.

Boadicea, Cope, of Bristol, which sailed from Newport (Mon) for Farside (Cork) on March 9, 1891, with a cargo of coal; and has not since been heard of is missing.

Resolute, Jones, of Aberystwith, which sailed from Aberdovey for Weymouth on Feb. 26, 1891, with a cargo of coal; left Milford Haven on March 7, 1891, and has not since been heard of is missing.

Berendina, Lucton, of London, which sailed from Rothesay for Youghal on March 6, 1891, with a cargo of coal, and has not since been heard of, reported missing.

Circassian Prince (s).—A cablegram from Havana states:—*Circassian Prince* s: No. 2 tank full of water; exploded 13th. Damage not yet ascertained. Engineer and one man killed. [Mem.: The *Circassian Prince* is a British iron three-masted schooner-rigged steamer of 2,243 tons, built at Wallsend in 1889, and is owned by Mr. J. Knott, of Newcastle.]

Exchange (s).—Newry, April 30, 11.34 a.m.—Serious explosion through coal gas, steamer *Exchange*, passage Swansea Newry; main deck blown up, mate badly injured.

Fairy Belle, Lewis, of Padstow, which sailed from Cardiff for Par on March 8, 1891, with a cargo of coal, and has not since been heard of is missing.

Gwendoline.—Tarifa, April 28, 8 p.m., English steamer *Gwendoline*, Captain Harrison, totally lost at Cabo de la Vela; all crew saved; they leave Gibraltar, April 29.

Gwydir, smack, of Liverpool, from Llanddulas for Widnes with limestone, struck on the rocks at the latter place; stern post gone and keel broken; crew saved.

Henry, Hodson, of Bridgewater, which sailed from Newport for Haverfordwest on Feb. 24, with a cargo of superphosphate, and has not since been heard of is missing.

Hope, Watkins, of Aberystwith, which sailed from Portmadoc for West Coves on Feb. 12, 1891, with a cargo of slates; left Milford Haven on the 8th March, and has not since been heard of is missing.

Hast, Norwegian brigantine, Cardiff for Newhaven, foundered off Land's End. Crew saved and landed at Fowey.

Holme Eden.—Lloyd's agent at Shanghai telegraphs as follows:—Steamer *Holme Eden* totally lost at Leucouma Islands. Crew picked up by a Chinese steamer and landed here.

James H. Woodhouse, barque.—American mail advices announce that barque *Vibia* at New York reported that on April 4, in lat. 27 8, long. 67 24, or about 300 miles south of Bermuda, the barque *James H. Woodhouse* was seen with all her masts gone. She was bound for some port north of Hatteras. The vessel is owned by her commander, Captain Kelly, and she left Boston on Jan. 30 with a cargo for San Domingo City. On the second day out of Boston a hurricane dismasted the vessel and carried away her lifeboats. The stumps of the masts extended ten feet above the deck, and Captain Kelly decided to rig jury spars and proceed. On Feb. 25, twenty-four days after the accident, the *Woodhouse* was spoken by the British ship *Soudan*. The barque kept on under jury rig and reached San Domingo. After leaving San Domingo the barque was spoken on April 2 by the British steamer *Colonia*. Some of the crew of the *James H. Woodhouse* were ill, and the *Colonia*'s captain sent a supply of medicines on board the disabled barque. The sailors were not suffering from a contagious disease, but they were exhausted by the long and tedious voyage. The hull of the barque is said to be still water-tight.

Jubilee.—A telegram from Greenore states that the schooner *Jubilee*, Troon to Annagasson, has been run down off the bar lightship by the steamer *Newry*. All hands saved.

Lizzie English (s).—Leyhorn, April 30, 9.50 a.m.—*Lizzie English*, British steamer, was holed forward by Italian torpedo cruiser *Montebello*, and her forepeak filled with water. She was at anchor at the time of the collision.

Newminster (s).—Halifax, N.S., April 29.—Steamer *Newminster*, from Hamburg, via Shields, for New York, arrived here this morning short of coal and badly damaged. She was 22 days from Shields, during half of the time encountering terrific gales. She lost her port lifeboat, her bulwarks were stove, and other damage done. Several of her crew were injured, and two have been sent ashore to hospital.

Skyro, English steamer, wrecked at Meixedo. *Skyro* struck a supposed rock not mentioned in the chart; crew landed at Corcubion.

Tharsis (s).—The master (Sandeman) and 18 men, forming the crew of the steamer *Tharsis*, of West Hartlepool, were landed at Dover on Saturday by the steamer *Altyre*, which vessel rescued them, under circumstances of great difficulty, on the 22nd inst. According to the statement of the crew of

the *Tharsis*, they were proceeding from the Tyne to St. Nazaire with coal. They encountered very severe weather when 15 miles off the Lizard. On the 21st the shafting of the machinery broke, and the vessel gradually filled with water. The *Altyre* went to the vessel's assistance, and stood by her, the master refusing to leave the *Tharsis* until she was on the point of sinking. It was with considerable difficulty the crew were taken off before she sank. The sea was very rough, and two men were washed out of the lifeboat, but they were recovered again.

Woolton, schooner, of Barrow, for Liverpool, has returned to Gravesend having been ashore in Lower Hope. Captain reports while running out a kedge ship's boat capsized, drowning one man.

Zingra, Couch, of Fowey, which sailed from Antwerp for London on Feb. 25, 1891, with a cargo of phosphate, and has not since been heard of is posted as missing.

SHIPS SPOKEN.

Aretas, bound east, April 16, 47 N, 15 W.

Amazon, British ship, bound east, April 26, 50 N, 9 W.

Alumina, barque, April 20, 43 N, 30 W.

A. M'Callum, San Francisco to New York, Feb. 18, 41 S, 122 W.

Augusta Victoria, s, Southampton to New York, April 21, 48 N, 50 W.

Annie E. Paint, British schooner, Nova Scotia to San Francisco, Feb. 22, 38 S, 85 W.

Amsterdam (s), Amsterdam to New York, April 21, 50 N, 12 W.

Bankhall, British barque, from London, steering SW, April 11, 12 N, 27 W.

Birker, Feb. 17, 39 S, 124 W.

Brussels, Otago to London, March 18, 26 S, 25 W.

Brilliant, Iquique for Falmouth, March 2, 30 S, 15 W.

Bidston Hill, English four-masted, steering south, all well, Mar. 30, on the Line, 26 W.

Crystal, s (supposed), April 17, 49 N, 38 W.

Crown of India, April 26, for Havre, 220 miles NE of Finistere.

Carrie L. Smith, March 22, 3 N, 21 W.

Charles S. Whitney, March 27, 12 N, 32 W.

Callirhoe, Liverpool to Madras, March 13, 2 N, 27 W.

Chrysomene.—The report of the speaking of the Chrysomene on April 18 off the Royal Sovereign Lightship must have been erroneous.

Cypromene, ship, of Liverpool, April 24, long 3, off Dover.

Cape Finisterre, Pisagua for Falmouth, April 4, 31 N, 37 W.

Cuba, Davidson, New York to Port Natal, 32 N, 71 W.

Chr. Knudsen, Shields to St. Pierre, April 23, 48 N, 29 W.

Dorothea, March 6, 24 S, 23 W.

Duncow, of Liverpool, April 22, 49 N, 10 W.

Egeria, British barque, Brunswick to West Hartlepool, April 14, lat 56 N, long 65 W, all well.

Earlscourt, barque, Liverpool to Atoria, Feb. 18, 55 S, 84 W.

Edward Percy, British barque, Iquique to Falmouth, all well, Feb. 11, 55 S, 59 W.

Eissa, March 31, 1 N, 27 W.

Firth of Dornoch, New Zealand to Queenstown, April 17, 48 N, 23 W.

Flora, March 30, 3 S, 28 W, reported from Liverpool.

Franklin, Liverpool to Shields (? Halifax), April 24, 51 N, 14 W.

Glaucus, British, steering SW, April 19, 27 N, 19 W.

Highland Glen, British barque, bound north, all well, April 4, off Fernando di Noronha.

Hospodar, for St. Nazaire, April 17, 49 N, 13 W.

Hutton Hall, Melbourne to London, March 5, 55 S, 59 W.

Jane Fairlie, Jan. 24, 41 S, 90 W.

Knight of St. Michael, London to Melbourne, April 24, 47 N, 11 W.

Kenilworth, British steamer, Graham, Baltimore to Port Antonio, April 29 N, 75 W.

Loch Bredan, Iquique to the Channel, Feb. 12, 50 S, 46 W.

Lobo, for Adelaide, April 21, 47 N, 15 W.

Lesseps, barque, of Rio de Janeiro, April 25, 55 N, 7 E.

Marmion, Valparaiso to Falmouth, April 26, 47 miles west of Fastnet.

Marie Louise, of Nantes, April 19, 43 N, 34 W.

Mary Ann, steering SSW, March 11, 5 S, 26 W.

Melanope, New York to Japan, March 11, 17 S, 32 W.

Maud Hartmann, s, of Newcastle, bound west, April 20, 47 N, 35 W.

Maud S., British schooner, Halifax to Victoria (B.C.), Jan. 26, 36 S, 67 W.

Moel Eilian, of Caernarvon, April 21, 49 N, 13 W. *Nadia*, for Rio Janeiro, April 2, 31 N, 36 W. *Oronsay*, ship, for London, April 27, 50 miles SE of Scilly.

Oceana, March 31, 1 N, 27 W. *Prince Edward*, for Havre, March 25, 14 N, 33 W. *Port Jackson*, Sydney to London, April 24, 49 N, 6 W.

Patagonia, British, all well, 29 S, 22 E.

Queen Victoria, British ship, steering south, April 21, 47 N, 14 W.

Queen of the Fleet, brigantine, steering north, Mar. 26, 20 N, 34 W.

Ruth Waldron, British barquentine, March 27, at anchor of Delgada Point (Straits of Magellan).

Rachel Emery, Buenos Ayres to New York, April 9, 29 N, 67 W.

Roma, barque, of Farsund, steering NW, April 18, 49 N, 24 W.

Royal George, of Liverpool, Peru to Havana, all well, April 12, 8 S, 34 W.

Stronga, ship, of Liverpool, New York to Calcutta, March 6, 13 S, 32 W.

Sierra Parima, British ship, Liverpool to Rangoon, April 19, 28 N, 19 W.

Taranaki, of Glasgow, steering SE, all well, April 22, 49 N, 16 W.

Tana, Pisagua for Ostend, March 2, 30 S, 15 W.

Vibilia, Beveridge, Uruguay to United States, April 10, 32 N, 69 W.

Western Monarch, Chile to Falmouth, March 22, 19 S, 28 W.

Wave Queen, barque, of London, steering south, April 19, 50 N, 20 W.

Zulu, British barquentine, steering south, March 30, 43 S, 59 W, in ballast trim.

THE last of the imprisoned strikers, Mr. J. H. Wilson excepted, was discharged from Cardiff Gaol April 29. Arrangements have been made for a great demonstration on the occasion of Mr. Wilson's release.

AT a meeting of tinplate makers, held at Swansea, a resolution has been arrived at to close the tinplate works of South Wales in July. Consent to this policy has been received from 367 mills out of a total of about 500.

ALLEGED FATAL ASSAULT.—John Wood, cook on board the screw steamer *Cereda*, of South Shields, has died at Ingham Infirmary from injuries alleged to have been inflicted by William Henry Hoey, of Liverpool, and steward on board the vessel. It appears that an altercation took place between the parties respecting dinner, when Hoey ordered Wood out of the galley. Hoey told Wood to come outside. He took him by the collar, when Wood fell on the galley step, fracturing his ribs and injuring his lung, afterwards dying. Hoey is in custody.

CUSTOMS OFFICER IMPRISONED.—At the Liverpool Police Court Joshua Waters, a Custom House officer, has been charged with the theft of £21 in money, a gold watch and chain, and other articles, whilst in the execution of his duty on an inward-bound steamer. Detective Strettle reported that inquiries into the prisoner's antecedents showed that he came of a respectable family, but was a "ne'er do well." The Stipendiary said the offence by a man in the prisoner's position was a very serious one, and sent him to gaol for six weeks with hard labour.

BRITISH SAILORS AS SLAVES.—In the House of Commons, April 28, Admiral Field asked the Under-Secretary for Foreign Affairs whether his attention had been called to the report in the *Standard* of April 18, stated to have been telegraphed from Ottawa, as under:—"The sailing schooner *Maud*, just arrived in British Columbia, reports having called at Good Success Bay, near Cape Horn, on a voyage from Halifax, and there discovered a number of shipwrecked British sailors, who had been impressed by the Government of the Argentine Republic into service at a life-saving station. They had tried to escape, but were closely watched, and were subjected to cruel treatment; they wanted their case reported at home;" and whether he would cause inquiry to be made into the truth of said report; and, if confirmed, would application be made to the Admiralty for a ship of war to be sent from the South American Station to ascertain the facts and rescue the men. Sir J. Ferguson, in reply, said:—"No further information has been received, but the Governor-General of Canada, who has been communicated with by telegraph, is endeavouring to obtain particulars. Her Majesty's Minister at Buenos Ayres has been instructed by telegraph to mention the report to the Argentine Government, and request them to make immediate inquiry, and should the report prove true, to liberate the men. Arrangements are also being made by the Admiralty for one of Her Majesty's vessels to visit the spot at an early date—(hear, hear)."

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

MR. WILSON'S IMPRISONMENT.

To the Editor of "Seafaring."

DEAR SIR,—I consider it a rascally shame to throw this man into prison—a man whom I have listened to on several occasions preaching to the seamen, and advising them, above all things, not to intimidate or threaten anybody, but to behave themselves in an orderly manner, and then they would gain the sympathy of the public at large. It looks to me that he is thrown into prison simply to gratify shipowners and boarding-house masters who undermine the Seamen's Union. However, it is to be hoped that he will soon be at liberty to rally the seamen to a good stand fight, for there are no class of men on earth who want a Union more than seamen to put down tyrannical treatment.—I am, etc.

One who has suffered, one who has had the revolver muzzle put to his face instead of his supper.

MR. WILSON'S RELEASE.

To the Editor of "Seafaring."

DEAR SIR,—I was pleased to see in *SEAFARING* last week, the resolution of Glasgow Branch as to sending their banner and representatives to Cardiff to welcome our general secretary on his release from prison. I would like to suggest that every Branch having a banner, and funds sufficient to meet the expense, should do likewise. It would greatly encourage our general secretary in the grand work he is undertaking, and would also open the eyes of the public to the lies and calumnies scattered broadcast by the capitalistic press (particularly one organ devoted to the worship of mammon) as to the break up of the National Union. It would no doubt surprise a good many of them to see us hold up our heads again in spite of what we have suffered and endured during the past winter. I am only sorry that the Branch I have the honour to represent is not in the position to act upon the above suggestion, as we have no banner, but steps are being taken, which we hope will result in us having one worthy to be placed alongside the already magnificent collection of banners belonging to the National Union.—Yours in Unity,

F. W. YOUNG,
Secretary, Grimsby Branch.

OWING to a heavy fog in the Irish Channel, April 29, it was found necessary to sound fog-horns and fire signal guns. At the North Stack Station, where guns were fired every ten minutes, a 5 lb. bag of gunpowder accidentally exploded, severely injuring Mr. Harvey, the principal officer.

AT Hull Police Court, April 24, John Le Boutilion, seaman, was charged with smuggling 68 lbs. of tobacco aboard the steamer *Flamingo*. The vessel was searched, when 68 lbs. of compressed tobacco were found concealed between the ceiling and skin of the ship in the fore hold. Le Boutilion, it is supposed, heard of the seizure and absconded to Kingston-on-Thames, where he was arrested. Fined £44 4s. and costs, or three months' imprisonment.

A BOARD OF TRADE inquiry was held in North Shields, April 23 and 24, respecting the damage sustained by the steamship *Marion*, of Liverpool, while on a voyage from Sicily to Cetere, whereby loss of life ensued. On Feb. 9, at 3.30 p.m., the vessel was on a N.N.W. course, with the wind on the starboard quarter, and a square-sail and trysail set. There was a moderate gale from the E.S.E., and a high confused sea, and the vessel was rolling heavily. One of the vangs of the trysail gaff gave way at the gaff end, and three men were sent aloft in order to attach another rope. Subsequently the mast broke just above the deck and fell overboard, carrying with it the three men. The master stopped the engines and threw lifebelts overboard among the wreckage. The engines were then put astern, with the view of picking up the men and keeping the wreckage from the propeller. One man was seen clinging to the fore braces, and the steward endeavoured to save him, but he let go and sank. The others were never seen. The master and officers said that the sea was too high to permit of any of the boats being lowered. The Court found that the masts, spars, and rigging of the vessel were in good and seaworthy condition, and that when the disaster occurred every effort was made to save life. The master and officers were not in default.

ALLEGED CRIMPING.

A Glasgow correspondent says:—“Much has been written lately bewailing the want of legislation to effectually deal with many grievous and arbitrary disadvantages under which seamen labour, but it seems to me that the pressing need of the hour is not so much additional laws, as the better administration of those presently on the Statute Book. The crop of prosecutions, often of the most frivolous and far-fetched description, reported from week to week in the columns of *SEAFARING*, conclusively proves that whenever poor Jack leaves himself within the clutches of the law, there is no delay in setting its ponderous machinery in motion to serve him up a liberal share of its most stringent qualities, without regard to the extenuating circumstances attending his offence. Why offences of a more culpable character, committed by those who certainly know better, should be quietly glossed over by the proper authorities, it is not so easy to understand. In a recent issue of *SEAFARING* I read a very interesting paper on ‘Crimping,’ which gave such a lucid exposure of that nefarious practice, and the penalties attending its commission, that I had quite made up my mind it would act as a thorough deterrent to anyone who, either through ignorance or cupidity, might be foolhardy enough to place himself within reach of the law. The very reverse seems to be the case, as I shall presently endeavour to show. It is an open secret that within the last few months several cases of crimping of the most bare-faced and glaring description were reported to the local authorities at Glasgow, giving full particulars of all the parties concerned, declarations of witnesses, etc., etc. Yet up to the present time, so far as I can learn, no active steps have been taken by that body to bring the offenders to justice. Only lately one of the parties accused had the daring to add a fresh count to the indictment against him, by not only personally engaging, but employing another to assist him in engaging, and therefore within the meaning of the Act *illegally supplying* eight men for a steamer belonging to a local firm—seven of these men never having been to sea before. Still the authorities seem quite indifferent, and this law-breaker continues to pursue his audacious calling with impunity, manning ships with incompetent men when opportunity offers, and smiling with placid scorn at the earnest efforts of law-abiding citizens who are seeking to lend their aid in suppressing such gross tampering with law and justice. But, Mr. Editor, don’t suppose those who are looking on are unable to account for this reckless daring, since, according to a Parliamentary return just published, the Local Marine Board of Glasgow is, with one exception, wholly composed of shipowners, whose policy it may be to ignore any offences clashing with their own interests, hence, perhaps, their dilatoriness in moving for a conviction in crimping cases.”

AT Cronstadt the ice is slowly breaking, and vessels will be able to get up in about a week.

ROYAL MAIL COMPANY’S steamer *Elbe*, with mails from Brazil and the River Plate, arrived at Southampton April 26, but owing to a few cases of yellow fever having occurred on board, no communication with her was allowed. The *Elbe* was placed in quarantine for three days. She came into dock Wednesday evening.

SOME FUN.

JUST WHAT WAS THE MATTER.

“Why, Pat,” said the judge, picking up the bruised form, “you seem to have met an adverse fate.”

“Adverse fate is it, yer hanner? I should say that same. Mallony kicked me clane off the flure.”—*Drake’s Magazine*.

REFLECTION ON HIS BUSINESS METHODS.

Lady: “You look like the same man that was here for cold virtualls yesterday morning.”

Tramp (deeply hurt): “Madam, in the five years that I have been a travelling solicitor this is the first time that anybody has ever accused me of doubling on my route.”—*New York Mercury*.

THEY BOTH HAD COLDS.

Wife (who has a severe cold, to husband about to start for his place of business): “Plede stob at the beat barket, Charles, and order sub beat for didder.”

Husband (who also has a cold): “What kide of beat do you wad, Bary?”

Wife: “Any kide of button will do.”—*Drake’s Magazine*.

CIRCUMSTANTIAL EVIDENCE.

Mr. Hanks: “Yo got kaut lars night robbin’ hen-roosts, didn’t yer, Mr. Wheats?”

Mr. Wheats (who wears a short overcoat): “Do you mean to ‘sinuate dat I’m a chicken thief, Mr. Hanks?”

Mr. Hanks: “Dar am no ‘sinuation ‘bout it, it am a clar case ob circumstantial ebidence; de tails ob dat obercoat ob yourn am clean chawed off, which shews dat you were kaut by de dawg.”—*Wasp*.

MIXED EMOTIONS.

A New York policeman was called on to arrest a man who was raising a row in a saloon. When he saw who was the disturber, he turned to a brother policeman and said:—

“You arrest that fellow. He is an infernal scoundrel.”

“Why don’t you arrest him yourself?” asked policeman No. 2.

“Because,” replied policeman No. 1, weeping, “he is my own brother. He is the baby in the family, and I haven’t got the heart to arrest the wretched outcast, on account of the estate I have for his respectable relatives.”—*Texas Siftings*.

A PRECEDENT.

Mr. Sprightly: “Miss Oldgirl, wont you waltz with me?”

Miss Oldgirl: “Oh, thank you, Mr. Sprightly, I should like to, but I fear that I am too old to dance.”

Mr. Sprightly: “By no means, Miss Oldgirl; I saw a lady dancing last week who was quite a little older than you.”

Miss Oldgirl: “Really, now, Mr. Sprightly? What was the dance? The waltz?”

Mr. Sprightly: “No, it was the St. Vitus.”—*New York Mercury*.

INGENUITY OF THE TRUE PATRIOT.

A good story is told of an office seeker. Said one of them: “A man can’t stay long in Washington without becoming an inventor.”

“Why, how do you make that out? You have been here over a month,” said somebody, “and you have not invented anything.”

“That’s all you know about it.”

“Well, I’d just like to have you tell me what you have invented?”

“Well, sir, I hadn’t been here a month before I invented a plan for fastening a paper collar to an undershirt.”—*Washington Hatchet*.

MARRYING A TEN THOUSAND DOLLAR WIDOW.

The broad-shouldered, good-natured looking man who sat in the seat ahead of me for 20 miles finally turned and said:

“Perhaps you kin answer a question, neighbour?”

“Very well.”

“I’ve got a wife. She writes poetry. She writes beautiful pieces.”

“Yes.”

“I took a hundred of ‘em up to Cleveland to see about making a book. It is to be called ‘Roses and Snowdrops.’ That takes in both summer and winter, you know.”

“Well?”

“Well, they offered to publish 500 copies if I’d shake down 1,500 dol. in advance. That’s a heap difference from paying us 1,000 dol. down for the poetry.”

“So it is.”

“Well, now, I’m going home. Sally is sorter queer. I’ve got to take her just right or there’ll be an awful row. The publisher’s proposition strikes me as rayther agin Sally’s poetry, so I’m going to git off at the next station and walk the rest of the way, seven miles, and while I walk I’ve got to finger and think.”

“Why not tell her the facts in the case and have done with it?” I suggested.

“Whoop! stranger, but you must be crazy. She was a ten thousand dollar widow, and I didn’t have a second pair of socks when I married her, and I won her heart by praising her poetry and predicting that she’d make Longfellow and the rest of ‘em hide under the fences in less’n a year. See? Observe the situation? Appreciate what’ll happen if she lights down on me? I git off here. That’ll give me two hours to think and if I can’t work something good out of the top of my head it’s good by, Jones, and a hard winter coming on.”—*Ardenwood Register*.

CUNNING OLD ROOSTER OF A DARKEY.

A negro went into a grocery store and approaching the proprietor said that a few moments before, while standing on the sidewalk, he had dropped a silver dollar and it had fallen through the grating into the cellar. “An,” he added, “I doan’ like ter boddere you, but I wush you would let me go down an’ git it, case in dezer vere hard times I kain’t f’der lose dat much o’ hard ‘arned libin’. I woudlener drapped it, but I turned my pocket wrangin’ side out ter fine 10 cent ter gin er po’ boy.”

“Why, of course you can get it,” the grocer answered. “Bill,” he added, calling the porter, “go down in the cellar with this man and help him find a dollar that he dropped through the grating.”

“Oh, neber mine puttin’ him ter dat trouble, sah,” the negro quickly protested. “I kin find it in er minit, case I seed it whar it fell.”

He hastened into the cellar and upon returning bowed to the grocer and said: “Much oblieged ter you, sah.”

“Found it, did you?”

“Oh, yas, sah; layin’ right dar whar I drapped it. Wall, good day.”

“Hold on a minute,” said the grocer. “What’s that under your arm—something bulging out from under your coat?”

“Whut, under dis arm?”

“Yes, under that arm.”

“I’s got a bile, sah, an’ dat’s whut make me hol’ my arm up.”

“But did you have it when you went down?”

“Cose I did. Dun had it fur mo’ den er week.”

“Take off your coat and let me see it.”

“I kain’t do dat, sah, case de doctor dum tolle me dat if I took off my coat I’d take col’ in de thing an’ hab’ er powerful bad time. I done dat sorta thing onct when I wuz libin’ in Alabam, an’ I wush I may die dead of it didn’t putty nigh turn out my light. I is sorter in de habit o’ habin’ deze things—sorta runts in our fam’ly. Wall, I must be gwine.”

“Just hold on a minute. What doctor have you got?”

“Dr. Spinner, sah, an’ er powerful fine man he is, too.”

“Oh, I know him very well,” said the grocer. “In fact, he and I used to practise medicine together before I went into this business.”

“You doan say so? Wall, you wuz in powerful good comp’ny.”

“Yes, and by the way I met the doctor this morning and I remember now that he spoke of your ailment and requested me to examine it.”

“Did he, sah?” the negro asked, slowly scratching his head.

“Yes, and to keep my word with him, I must insist upon an immediate examination.”

“Yes, sah. It wuz erbot ted er clock dat you met him, wan’t it?”

“Yes, I think it was.”

“Wall, I seed him ‘bout leben er clock an’ he tolle me dat he had axed you ter look at it. Wouldeter thought o’ it ef you hadn’t called it ter mine. Yas, I seed an’ den tolle me ter tell you not ter look at it. Case he might’ly er feerde dat I gwine take col’.”

“You old scoundrel. What have you got under that coat?” said the grocer, advancing.

“Ain’t got nutthin’ but deze yere,” he replied, taking out two cans of oysters. “Seed ‘em down dar an’ jest happened ter pick ‘em up. I didn’t go ter do it. I doan reckon I’se right in my mine.”

“Well,” said the grocer, “shew me the dollar that you dropped in the cellar and I will give you both cans.”

“Oh, neber mine ‘bout the dollar; it’s all right, an’ sides dat, I doan make my libin’ by gwine round er shewin’ my money. I’se gwine now, an’ I’se glad ter git outen sich er pizenous house.”—*Arkansaw Traveller*.

SHE HASN’T BEEN IDENTIFIED YET.

“Is there any sign by which your missing wife may be identified?” asked the chief detective.

“I don’t know, unless this: She always turns round when another woman with a new bonnet on passes her.”—*New York Mercury*.

VERIFYING A STATEMENT.

Pa: “Blanche! I wish to caution you against giving that young Twaddler any encouragement; he’s not the style of man I fancy.”

Blanche: “Don’t worry, pa, about my cultivating any fondness for him. He makes me tired.”

Bub: “That’s so, pa! He made sis so tired last night that she had to sit on his lap to rest.”—*New York Mercury*.

**SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AT
REDUCED ENTRANCE FEE,
THE
SAILORS' AND FIREMEN'S UNION
OF
Great Britain, Ireland & other Nations.
Telegraphic Address: "AGITATORS, LONDON."
PRESIDENT:
SAMUEL PLIMSOLL, Esq.**

Among the chief objects of this powerful Union are:—
To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
To provide for the safety of Ship's Work;
To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie, 27, Broomhall-street, via Acklington.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.

ANTWERP.—

ARBOATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—W. Galbraith, 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadzoxon; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st, sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.

BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—John O. Neill, Pierhead. Office hours, 9 a.m. to 5 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.

BREMERHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.

BRISTOL.—T. J. Dancey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 118, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.

BURNTISLAND.—Jas. Moody, 12, Somerville-st, sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting Monday at 7 p.m.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

COPENHAGEN.—Branch office, Østergade 32 Thalia. Meeting, Wednesday, 7 p.m.

CORK.—Michael Austin, 6, Patrick-street.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—Thos. McKeitt, Quay-st., Dundalk, sec. Agent in Drogheda. T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.

DUBLIN.—P. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUMBARTON.—J. McNee, Kirk-street, agent.

DUNDALK.—Thos. McKeitt, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUNDEE.—O. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGARVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-nd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30

GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.

GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAY.—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, sec. pro tem.; J. Hussey and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-nd. Office hours, 12 to 4. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.

LEITH.—James Brown, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; outside delegate. Meeting

Tuesday, at 7.30 p.m., Lifeboat Hall, Black-burn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.

LIMERICK.—F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL (Branch No. 1).—H. R. Taunton, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegate; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL (Branch No. 2).—T. Connerty, 133, Derby-nd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.

LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.

LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11, 167.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11, 167.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's terrace, Lorne Park-road, South Lowestoft.

LONDONDERRY.—A. O'Hea, 27, William-street. MALMO.—Axel Danielson, Nörregatan No. 3b.

MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellington-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. T. McEvitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.

PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.

ROTTERDAM (Holland).—J. R. de Vries, secretary Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.

SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne R.N.R., Weston-grove, president. Meeting Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns Holly-terrace, medical officers; J. J. Bentham, Esq., 68, John-st., solicitor. Telephone, 443.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Ayton, 82, Quay. WEST HARTLEPOOL.—J. Leahy, Russell's Building. Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITEHORN.—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.

WHITEHAVEN. } John Smith, Maryport.

WORKINGTON. }

YOUGHAL.—J. Collins, Braun-street.

ALL SEAFARING MEN should know THE TRUTH about the SAILORS' AND FIREMEN'S UNION VERSUS THE SHIPPING FEDERATION.

A TRUE ACCOUNT OF THE STRUGGLE.

As the "Shipping Federation" have been spreading false reports of the result of the recent struggle, the following statement of facts will be interesting to seafaring men and others. The principal cause of the dispute between the Seamen's Union and the Shipping Federation was the latter body insisting on our members paying for and signing an agreement called the Registration Ticket. As this ticket entitled the holder to membership in another Seamen's Union (a fostering of the Shipping Federation), and a preference of employment in all their ships, it was plainly seen that the object of the Federation was to break up the power of our National Union.

The result of this was that our members in Cardiff and London refused to sign this badge of slavery, and left their ships. The Federation agents then tried every means to fill up our men's places; anything, Malay, Chinaman, or Lascar, that was able to put a mark on a ticket was given preference of employment, while British Seamen and Firemen, the backbone of our Mercantile Marine, were rejected because they would not patronise the Shipowners' Union and sail with the scurvy of every nation under the sun.

After the dispute had lasted several weeks, and the Shipping Federation found they were getting the worst of the battle, they withdrew the preference clause from their ticket. Finding this did not have the desired effect, and thinking that their little Seamen's Union was in the way, they took it out and buried it in the coffin that was intended for the National Union. Still our men held out and refused to take their ticket. The Shipping Federation then gave notice that no charge would be made for it. Finding our men would not take the ticket after all those changes had been made, the Shipping Federation then promised that the sum of £25 would be paid to the relatives of any seaman in the event of the seaman's death while in their employ, providing the seaman was in possession of one of their tickets.

It is unnecessary for me to make any further comments on the Federation Ticket. All seafaring men will, I am sure, be able to see for themselves the wonderful change that has been made in the clauses, and for this purpose the two Federation Tickets are printed. Had the Seamen's Union received the support a great struggle like this entitled them to, the victory would have been more complete and lasting.

As a number of our members have not had the opportunity of seeing the original Federation Ticket that was the cause of the late dispute, it is printed side by side with the harmless piece of parchment that now answers to the name.

THE FEDERATION TICKET. BEFORE THE FIGHT AND AFTER

RULES.

1.—Registration Tickets shall be issued to every sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall only be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—That for the protection of Seamen, this Ticket must be renewed once in every six months, or, if at sea, as soon after as practicable. The fee for registration (including Registration Ticket and Rules) is 1s., and for each renewal, 6d., which also entitles to membership in the "AMALGAMATED BRITISH SEAMEN'S PROTECTION SOCIETY," if desired. Members of any other Seamen's Union may, however, avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to preference of employment—at the recognised port wages—for any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

1.—Registration Tickets shall be issued to every competent sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—Members of any Seamen's Trade Union may avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to employment—at the recognised port wages—in any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

Many of the ships still sign on board, but as this has been done for a number of years in Liverpool and other ports, it was decided that our men would sign on board for the present, at all events, to show the Shipping Federation that it made very little difference to the members of the National Seamen's Union where they signed, as every member was a delegate and could be trusted to look after his Union and its interests at all times and places. It will be clearly seen from the foregoing that the Shipping Federation with its 100 millions of capital have not been very successful in their endeavour to smash the Seamen's Union; in fact, as far as the Federation Ticket is concerned, their action resulted in an ignominious defeat on every point that was contested in the original ticket, and every praise must be given to the members of the Seamen's Union for the gallant stand that was made against such a powerful combination of capital, and for the victory gained and the right of combination maintained against such a powerful enemy.

The result of the fight is very encouraging to the members of the Seamen's Union, and should stimulate them in further efforts to protect the lives and better the condition of their members. All seafaring men that are not members of the Seamen's Union should assist us and our noble president, Samuel Plimsoll, in the great work that is still to be done. Do not stand back and let others do all the work. Are you willing to accept the shorter hours and better pay without having done something to help in obtaining it? If not, then join the Union at once.

NORTH OF ENGLAND SAILORS' & FIREMEN'S ASSOCIATION.

HEAD OFFICE:

SUNDERLAND.

Secretary, H. FRIEND,

Central Coffee Tavern, High Street West.

Solicitor, J. J. BENTHAM, Esq., 68, John-street.

SOUTH SHIELDS, E. Cathery, Secretary, 6, Commercial-road, Mill Dam.

TYNE DOCK, 26, Redhead's-buildings.

NORTH SHIELDS, 27, Duke-street; A. Rutherford, District Secretary. Solicitor, R. Jacks, Esq., 72, King-street.

Members of the above Association can pay their contributions at any of the above Offices, or at any Branch of the National Amalgamated Sailors' and Firemen's Union.

MASTERS & Co.

THE

CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,
29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

MASTERS & CO.,
18 & 19, CASTLE STREET, SWANSEA.

MASTERS & CO.,
39 & 40, HIGH STREET, NEWPORT.

CHANGE OF ADDRESS.

On and after MONDAY,
MAY 4, all Communications
for SEAFARING
must be addressed to
185, FLEET STREET,
LONDON, E.C.

Seafaring.

SATURDAY, MAY 2, 1891.

SHAM OR REALITY?

Now that the first meeting of the Labour Commission is at hand there begins to be talk among seamen about selecting representatives to give evidence before it. In our opinion such talk is at present rather premature. It will be time enough to talk about selecting seamen to give evidence when we know whether the sittings of the Commission are to be held in public or in private. If reporters are to be admitted, and the evidence is to be published day by day in the newspapers, it will be well that seamen should attend and have their say. If, on the other hand, the sittings of the Commission are to be

private, and the evidence is only to be buried in a huge Blue-book printed long after the Commission is forgotten, it will be sheer waste of time for anyone interested in the cause of Labour to bother about the Commission, and Mr. Plimsoll, we believe, will wash his hands of the whole affair. His example will probably be followed by some, if not all, of the Commissioners favourable to Labour, and so the capitalists will be left to play out by themselves a prolonged farce. It has always appeared to us that the Commission was never intended to do any good to Labour, and was simply appointed to help the Government to shelve the Labour question. This view has been more than justified by the overwhelming preponderance of capitalists appointed on the Commission, and we felt strongly inclined to advise that representatives of Labour should have nothing to do with it at all. Mr. Plimsoll has, however, decided, as we recently announced, to give the Commission a trial, and promptly turn his back on it should it prove the farce we all suspect. This action, we must admit, will do more to expose the real character of the Commission than if he had declined from the first to have anything to do with it. Meanwhile, signs are not wanting that nearly all who have any claim to speak on behalf of Labour regard the Commission with profound suspicion, or something even worse. One of the miners' organisations has decided to have nothing to do with the Commission, and to offer no evidence before it; and should the Commission decide to sit in private, and refuse to allow the publication of evidence day by day in the newspapers, it is to be hoped that all other Labour organisations will come to a similar decision. The time of the Labour representatives is far too valuable to be wasted on a farce, such as the Commission will be if it is to hear evidence in private and bury that evidence in an enormous Blue-book which not one person in a million will ever see, and which will not even be printed for years. It would no doubt suit the Government and their capitalist supporters to stop agitation on the Labour movement by shutting up Labour leaders in a room with evidence and discussion to engage their attention. But it does not suit the Labour movement. On the contrary, it is opposed to the cause of Labour.

"Willing to wound but yet afraid to strike," the Government has appointed the Commission for the purpose of retarding the Labour movement, and yet at the same time to seek credit for trying to deal with it. Should the Commission do any good it will be entirely due to the action of the Labour section of it. If the Government and the capitalists see that the Labour representatives are backed by the Labour party generally through the country in firmly demanding that the inquiry shall be a reality and not a sham, some good may come of the Commission, but not otherwise.

CREW RIGHT.

The disastrous consequences which must arise if crews are allowed to dictate to their captains have furnished the text for many speeches and articles. The necessity of maintaining discipline aboard ship in the interests of all concerned we have never disputed, and do not intend to dispute. What we do dispute

is that masters and officers are infallible—that they are incapable of being in the wrong—and a case which has just cropped up at Sydney supports our contention. The facts, as reported by the *Australian Star* of Feb. 12, are briefly these. The British ship *Deveron*, Captain Paterson, was ordered to Howland Island (South Pacific) to ship a cargo of grain, and moored there on Jan. 12. During that day the crew presented a respectfully worded petition, praying that in consideration of certain reliable information the vessel might be moved to a place of safety. That information had been obtained from the captain of a schooner—the *Mailee*, of Auckland—and from the manager of the island, and set forth that during that time of year it was certain destruction for any ship of the *Deveron*'s size to lie at the island. Should a westerly breeze set in during the night the ship must inevitably go ashore and become a total wreck. Receiving no reply to this document, the crew at a later hour presented an ultimatum, respectfully worded, in which they declared their intention to remain no longer by the ship unless she was moved, as a night at the moorings meant destruction. Then Captain Paterson found from the *Mailee*'s captain that he had narrowly escaped being cast away the night previous during a westerly puff, the schooner swinging within 20 feet of the coral shore. This was confirmed by the manager of the island trade, and Captain Paterson at once slipped his moorings and stood out to sea. He brought his ship to Sydney, and took proceedings in order to clearly define his position in the eyes of his owner and the charterer of the ship. As a test, he charged the chief mate, Mr. Walter Nisbet, and certain of the crew, named James Coghill, William Towner, Thomas M'Evoy, H. P. Joseph, Lawrence Moncrieff, David Clarke, and John Alexander, with combining to disobey lawful commands, the whole of the officers and crew being in that combination. He claimed, says the *Australian Star*, that he left Howland Island under compulsion, and that to have remained would have been to have risked the ship and the lives of all her crew. He admitted in the box that the men in taking the action they did acted justifiably, and with only a due regard to their own safety. Being satisfied upon that point, the Bench dismissed the case, and retired to lunch, but immediately after returned with the solicitor for the prosecution, and said that he wished it to be publicly known that the captain had acted with every justification. The reports which appeared in certain papers declaring that a mutiny had taken place were, it was stated, altogether erroneous. Here, then, we have a case in which the ship is saved by the crew "combining to disobey orders." Perhaps the captain would have liked to disobey his orders when he found out the truth, but probably having no Union to back him up, could not afford to do so. The case is another illustration of the value of combination. Had the crew been divided the captain would probably have stuck to the island and all hands would have been lost, or had they escaped the few who disobeyed would have been punished.

Treason can never prosper; what's the reason?

Why, when it prosters, none dare call it treason.

Because the crew were successful they are not convicted of mutiny. Had they failed

they would have been. Moral: Do not fail. And the best way to avoid failure is to take precaution against it. Before combining to disobey orders make perfectly certain that you are not only justified in doing so, but that you can prove you are. Even then it will depend upon the temper or digestion of the magistrate who tries you what the result will be, the chances being a thousand to one against your getting justice.

NAUTICAL NEWS.

NAVIGATION has opened at Quebec.

IT is stated that a number of gentlemen are likely to start a new ship-yard on the Tees shortly.

SIR DONALD CURRIE, M.P., has gone with a party of friends for a cruise in the Mediterranean in his steam yacht *Iolanthe*.

IN the House of Commons, on the motion of Admiral Field, a return has been ordered respecting reformatory and industrial school ships from 1886 to 1890.

THE result of the action arising out of the collision last February between the *Times*, s, and the *Swift*, s, is that the Admiralty Court pronounces both to blame.

THE steamer *Azalea* arrived in the Mersey on Monday from New York with, among other things, several cases of fireworks. The dock authorities refused to allow her to dock.

A TELEGRAM was received in Greenock, April 28, from St. John's (N.F.), announcing the arrival of the steamer *Wolf* from her second trip to the seal fishery, with 5,100 old seals on board.

TO meet the growing tourist traffic to Norway, a new direct service of fast passenger steamers, belonging to Messrs. Wilson, of Hull, will commence running on June 5, via Harwich.

MESSRS. CURRIE'S steamer *Dunottar Castle* has arrived at Cape Town, having accomplished her passage in 15 days 22 hours 41 minutes steaming time, beating the best previously recorded passage by four hours.

THE German Emperor, who since his purchase of the yacht *Thistle* (renamed the *Meteor*) has become a sailing member of the Royal Yacht Club, has entered his vessel for the Queen's Cup, to be competed for at Cowes in August.

THE foreign cattle trade at Avonmouth Docks is attaining imposing proportions, and, owing to the immunity of Gloucestershire from pleuro-pneumonia, the consignments of Canadian beasts are likely during the coming season to be on a very large scale.

JUDGMENT has been given in the Board of Trade inquiry into the circumstances attending the stranding of the North of Scotland and Orkney and Shetland Steam Navigation Company's steamer *St. Rognvald* near Kirkwall. The Court found that the master was not in default.

THE Dundee, Leith, and London Shipping Company, of Dundee, intend reducing the wages of their labourers from 28s. to 25s. per week of 56 hours, overtime not to be paid until the full number of hours has been worked. The men are not inclined to accept the reduced scale.

THE Damper Fishery Company, of Cuxhaven, are building steamers at Rostock for the purpose of fishing in the North Sea by trawling. The Fishery Board regulations which prohibit British trawlers fishing in the closed waters of the Moray Firth do not apply to foreign trawlers.

AT Thames Police Court, Charles J. Terman, 33, a ship's donkeyman, charged with smuggling 2½ lbs of foreign manufactured tobacco and ½ lb. cigars, the single value and duty of which amounted to £1 3s. 3d., pleaded guilty, and was fined the single value and duty, or in default 14 days' hard labour.

TOREDOING AN ARMOURCLAD.—A telegram from Iquique, dated Saturday, states that the iron-clad *Blanco Encalada*, one of the most powerful vessels held by the Congressionalists, was sunk in Caldera Bay on the 23rd inst. by Government torpedo boats, and 200 of those on board perished. The *Blanco Encalada* was a brig-rigged vessel, 210 feet by 45·8 by 19·2, with a displacement of 3,450 tons. She has a belt of iron armour 9 inches thick, tapering off to 4 inches at the ends. The central battery is protected with 4 and 4½ inch armour. The protection deck is 3 inches thick. Her armament consists of six 8-inch 3-ton breech-loading guns and four small guns. Her speed is about 12 knots. The incident is instructive as showing that the torpedo is, after all, the most deadly engine of modern warfare.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Tidal Basin Branch held its usual weekly meeting in the Schoolroom, Tidal Basin, April 24, Bro. A. McAllister, vice-president, in the chair. It was proposed by Bro. Raffles, and seconded by Bro. Potter, that the new members for the week be admitted; carried. The minutes and financial statement were read and accepted, and H. Bowden was enrolled in the Union as a trimmer according to rule. It was then proposed by Bro. Curson, and seconded by Bro. Dale, that we attend with banner and regalia, on Sunday, the funeral of a brother member of the Enginemen and Crane-drivers' Union; carried. Mr. Brown, solicitor, attended and spoke at some length with reference to private matters connected with the Branch. It was then proposed by Bro. Potter, and seconded by Bro. Brodgen, that the first business next Friday to be the election of four members to receive Mr. J. H. Wilson on his release from prison; carried. It was then proposed, seconded, and carried, that a vote of thanks be given to Mr. Brown. Proposed by Bro. G. Dale, and seconded by Bro. A. Simpson, that we pass a hearty vote of thanks to Bro. W. Ward for the valuable services he rendered to the members of Tidal Basin Branch during the late strike in bailing members out who were arrested for alleged intimidation, and for attending the Old Bailey during the various trials. This was put to the meeting and carried unanimously. After other matters the meeting terminated.

The usual weekly meeting of Green's Home Branch was held at the Plimsoll Hall, Poplar, on Tuesday, April 28, Mr. Curtis in the chair, when 12 new members were reported elected during the week. On account of the banner undergoing repairs regret was expressed at not being able to send it to Deptford on April 29. It was decided to attend funeral of a member of the Coal Porters' Union on Saturday, May 2. Attention was drawn to last week's report in SEAFARING, which should have read, "The balance-sheet was received from the Thanemore Relief Committee," and not as read "To provide band from Thanemore committee." The minutes of the Executive Council were read, and Mr. England, general treasurer, made several explanations thereon. A general discussion took place on sending evidence to the Labour Commission, the matter of submitting names of members to give evidence was left over until next meeting. Mr. Macrae gave an amusing account of his sea experience. The election of a delegate to the Labour Electoral Association was left to next meeting. A vote of thanks to Mr. England for his attendance brought the meeting to a close.

The following is from the *Australian Star* of March 19, received by Mr. Mercer, of Green's Home. Mr. Fitzgerald, the Australian labour delegate, at a banquet given to him by the Trades and Labour Council of New South Wales, speaks of our Union as follows:—They would be curious to know why he wore the scarf he had on. Well, he would tell them. It was presented to him by the East End workers at the United Labour Council of London. (Loud cheers.) This was one of their very many kindnesses to him, and the medal which he wore was presented to him as the membership medal of the National Amalgamated Sailors' and Firemen's Union of Great Britain. (Cheers.) He noticed that Mr. Davis (secretary Federated Seamen's Union) was cheering very enthusiastically, and well he might, for he had reason to be proud of that Union when within three years they had formed a Society numbering 95,000 men, which had beaten the Shipping Federation wherever it had met. Notwithstanding the cablegrams they might see in the capitalistic and biased press, they might take it straight from him that the Seamen's Union of Great Britain was able to hold its own. (Loud cheers.) He wanted wherever he spoke in Australia for it to be clearly understood.

At a meeting of the United Labour Council for the port of London, held at the Wade's Arms, Poplar, April 15, delegates were present representing the shipwrights, stevedores, non-free-men, mast and block-makers, coopers, coal porters, ballast heavers, carpenters and joiners, ship caulkers, iron ship builders and boiler makers, sailors and firemen, boiler scalers and stokehole labourers, chippers, drillers, and ship fitters, and other trades in connection with the shipping industries. The question of issuing a balance-sheet of the Australian Strike Fund was discussed; but, as there were a few outstanding accounts, it was decided to defer the question till the next meeting in order to give members an opportunity to settle up for any tickets

which may be due. Regret was expressed for the absence of Mr. J. H. Wilson, who is a delegate of the above Council, and the following resolution was carried unanimously: "That this Council deeply deplores the incarceration of Mr. Wilson in gaol, and consider that the sentence upon him is severe and unjust, as the conviction is based upon the evidence of boarding-house masters who have been acting against him and the Society he represents. Therefore the Council contemplate holding a grand demonstration in Victoria Park upon his release from prison, and invite all Trades Unionists to take part in the proceedings, of which due notice will be given."

We are asked to publish the following:—Maritime Labour Council of New Zealand, Dunedin, Feb. 17, 1891. Mr. A. Mercer, Secretary N.A.S. & F.U., Green's Home Branch. DEAR SIR,—I have much pleasure in acknowledging receipt of your welcome letter of Dec. 18, and hope it will be the forerunner of many others, as it will be of great benefit to have direct communication as to your doings. I will note your remarks *re* crews of S. S. & A. Co's., and N. Z. S. Co., and if they apply for admission to our Union they will meet with a warm reception, although they will be dangerous to us, should we have trouble, if they are floating about the country. We are just recovering from the effects of the late strike, and although the Union Company are doing their best to crush out Unionism amongst the seamen, I think they will fail as our members are very determined to keep the Union intact, as they recognise that had it not been for their Union they would never have received the benefits they now enjoy, and even amongst the members made since the strike commenced this feeling exists. I am instructed to ask you if you will lay before your general secretary the matter of crews in those Companies' ships discharging cargo in New Zealand ports, with the object of, if possible, getting crews to sign not to work cargo. Surely the wages are low enough now without making men do work in New Zealand for which 10s. a day is paid to shore labour, especially when there is plenty of work for the crew, cleaning the ship, etc. The reason we bring this forward is that the *Hurunui*'s crew refused to work the cargo here last trip as the strike was on, and they each got a month's imprisonment although we engaged a solicitor for them. They were a credit to any Union, and, although mostly foreigners, no men could have acted in a more manly manner, and as they were almost all members of your Branch we should like to see you record your appreciation of their conduct. We made them all members of our Union, and got employment for most of them after they came out of gaol, but it is to stop such a thing occurring again that we would like to see you insert it in the articles that they should not work cargo. I am sorry to say that some members of the Home Union went blacklegging during the strike, apparently forgetting that in fighting against us they were injuring themselves and their Union, but I hope that time will educate the workers to this fact and teach them that the interest of one should and must be the interest of all, if we are to be successful in our endeavours to emancipate ourselves from the slavery under which we at present exist. Matters are pretty quiet here just now, but we are hoping for an improvement as we succeeded in putting out the Conservative Government at last election, and we have 24 Labour Representatives now in the House, out of 71 members altogether. Will now conclude with best wishes to all, yourself especially.—I remain, yours fraternally, JOHN A. MILLAR, Secretary."

A mass meeting of London Trade Unionists was held last Wednesday night at the New-cross Public Hall, Lewisham High-road, to protest against the imprisonment of Mr. J. H. Wilson, and to call for a clearer definition of the scope of the laws affecting Labour struggles. Dr. John Moir presided. Mr. Tom Mann proposed: "That this meeting condemns the vague and unsatisfactory state of the law under which Mr. J. H. Wilson has been sent to gaol for six weeks, and believes that the revision and clearer definition of the scope of the laws which affect Labour movements demand the immediate attention of Parliament." Mr. Mann said that if Mr. Wilson deserved imprisonment, he himself deserved it too, for he had been present all through the strike himself. No man worked harder than Mr. Wilson had done for 22 hours out of the 24 during the progress of the struggle. Referring to the appointment of the Labour Commission, Mr. Mann said he hoped that its proceedings would be held in public. If the Press were not admitted it would be for the Labour representatives to consider their position. Mr. Conybeare, M.P., seconded, and said it was extraordinary that now that there was such an interest in the Labour movement, Mr. J. H. Wilson should have been sent to prison at Cardiff. He thought it

only illustrated a defect in the Constitution, as although theoretically a poor man was entitled to be tried by his peers, yet in reality such was never the case. Mr. James O'Connor, secretary of the Coal Porters' Union, also spoke, and the resolution was carried unanimously.

MERSEY DISTRICT.

At the ordinary weekly meeting of the Liverpool (No. 1) Branch, the minutes of the previous meeting, correspondence for the week, and balance-sheet for the same period, were read and considered. The secretary pointed out to the meeting that the quarter's dues to head office had been remitted during the week to head office, including payment of all bills from head office for stationery, etc. It is gratifying to be able to report that there is a steady increase in the amount of weekly contributions, which is a sure sign that things are improving, and in spite of the fact that the expenditure for the Mersey district on behalf of the head office is largely carried on by this Branch, yet a respectable balance is deposited weekly in the hands of our treasurer. On the question of a deputation to Cardiff, it was resolved that Mr. J. Rogers be sent to Cardiff, taking with him the Branch banner, to represent the Branch at the demonstration in honour of Mr. J. H. Wilson's release from an unjust imprisonment. It was remarked that every Branch in possession of a banner should be represented at the demonstration, to show the world that all members of the Union are fully alive to the debt they owe to the general secretary for his fearless exposure of his personal liberty on behalf of our cause. After an address from Mr. W. Nicholson, the district secretary, and the expression of a determination to take part in the eight hours demonstration in Liverpool on May 2, the meeting adjourned.

At the weekly meeting of the Birkenhead Branch, held on April 22, Mr. John Candlish presiding, there being a good muster of members, the minutes of the previous meeting, together with correspondence received, and financial statement for week ending April 18, 1891, having been read and approved of (the latter being highly satisfactory), the names of new members enrolled during the week, 17 in number, were then submitted and accepted to membership, on the motion of Bro. R. Trevellick, seconded by Bro. James Kelly. The case of J. Sullivan was then considered, he having signed articles in the *s.s. Anchises* without producing his credentials of membership, and not having passed the medical examination, in direct opposition to the Ocean Steamship Company's rules and regulations. After an explanation from the delegate a discussion ensued, in which the majority of members took active part, and after duly considering the matter, it was decided to call a special meeting on Thursday, 23rd. After some befitting remarks from the secretary respecting the May (Saturday) demonstration, it was decided, on the motion of James Hughes, seconded by R. Trevellick, to take part in the demonstration on May 2 (Saturday) in favour of an eight hours' day, and furthermore that we attend with band and banner.

At a special meeting, held Thursday, 23rd, at 4 p.m., Mr. J. Candlish presiding, the case of J. Sullivan was gone into at some length, when it was moved by H. Stading, seconded by J. Morton, that he be given half a month's wages, rather than allow him to proceed in the ship. An amendment was moved by R. Rogers, seconded by R. Trevellick, that he be enrolled as a boy and proceed in the ship. The amendment was carried by a majority of 10 on being put to the vote, when it was decided, on the motion of R. Rogers, seconded by H. Stading, that M. Sullivan be fined the sum of 10s. for aiding and abetting in the signing on of his son contrary to the rules of the Ocean Steamship Company and of the N. A. S. & F. U., whereupon the meeting adjourned.

Don't forget grand turn out on May 2 (Saturday) in favour of an eight hours' day.

Boote Branch held their usual weekly meeting on Tuesday evening last, the 28th inst., Mr. J. W. McGovern in the chair. Before the ordinary business was proceeded with, the secretary asked permission to pay the fares to London of two financial members of the Branch according to rule, and it was accorded, on the motion of Mr. Murphy, seconded by Mr. Hepburn. The usual routine was then gone through, and afterwards the secretary read the minutes of the last Executive meeting, which were commented on and then the debate closed. The eight hours demonstration on Saturday, May 2, was then freely discussed, and it was decided that the members of this Branch meet the members of the Liverpool Branch at the Liverpool Landing Stage at 5 p.m. to lend their support to the movement. On the motion of Mr. Matt Murphy, seconded by Mr. Charles Ham, it was agreed that two men and the Branch banner be sent to Cardiff to take part in the

May 2, 1891.

demonstration on the release of Mr. J. H. Wilson our martyr general secretary, and thereby show the shipowners and their boarding-house allies and all enemies of Unionism, that all their efforts will not alter the respect with which Mr. Wilson is regarded by the seafaring community of this free (?) country. Sailors and firemen know his worth and what he has done for them, as even the shipowners' papers acknowledge; for one of them candidly admits that since this Union has started, above three millions sterling has been paid yearly as increase in wages, and we will have more, as men are not properly paid yet considering the work they have to do. This being all the business, after a hearty vote of thanks to the chairman the meeting adjourned.

GLASGOW BRANCH.

At the meeting held in the Typographical Hall, 102, Maxwell-street, Mr. McNaught, of Greenock, being present, as was also Mr. McArthur, of Port Glasgow, after Bro. McGregor being called to the chair, the minutes of the previous meeting were unanimously adopted. The minutes of committee were next submitted and moved for adoption by Bros. Ross and Fairley. Comments being asked, great discussion ensued in reference to the two nominations from this Branch to go as witnesses to the Royal Commission which has to sit on the labour question in London soon, Bro. Wright taking objections to the firemen's representative, Bro. F. Duffy, as not being competent or eligible to wait on that Commission. After replies had been made on both sides, it was the unanimous wish of the members present that Bros. McGregor and Duffy, as nominated (if approved of at head office) be sent to London as witnesses on the labour question appertaining to the seafaring class. Another discussion ensued in reference to the granting of the seamen of the s.s. *State of Georgia* £1 each as legal protection, they having been ten days on shore waiting for the decision of their case. After several members had had their say on the matter, it was the unanimous opinion of the meeting, in this case, that the sum £1 each should be granted, which was accordingly done. The minutes then were unanimously adopted. The financial statement for the week ending April 18 was next submitted, several items being criticised and explanations given. It was moved by Bro. C. Wright, seconded by Bro. McNaught, that they be accepted, which was unanimously carried. Correspondence being next read from Cardiff, an application was next heard from Bro. G. Elliott for a loan of £2. After this member's case had been thoroughly discussed, a motion was made by Bro. Fairley, seconded by Bro. McCracken, that the loan be granted. As an amendment Bro. McQuillan moved, and Bro. C. Wright seconded, that instead of the amount being given as a loan that it be given as a grant. Bros. Fairley and McCracken withdrew the motion; the amendment was unanimously carried. Bro. Yates then asked some questions relating to the wages for shore workers, which occupied some time in useless discussion, nothing coming of it. A suggestion by Bro. McNaught in reference to Federation tickets was not entertained. The action of the Allan Line in reducing the number of firemen in the s.s. *State of Nevada* was next dealt with, and it was the unanimous opinion of the meeting that the secretary had done what was right in not allowing our men to sign in that vessel. The next case coming under notice was the drowning of one of our members while working in harbour painting the ship's side. After the facts of the case had been very clearly and minutely laid before the meeting, Bro. Evans moved, and Bro. Ross seconded, that a protest against such dangerous work while in harbour (more especially under gangways used for taking in stores) be sent to Donaldson Brothers; this was carried unanimously. Mr. McNaught, Greenock secretary, then addressed the meeting, and in a very able and eloquent speech spoke on many things which was highly appreciated by the members of the Branch. After the usual hearty vote of thanks to the visitors the meeting closed.

HULL BRANCH.

The usual Branch meeting was held in Unity Hall, on April 24, Mr. W. Chafer in the chair. After the adoption of the minutes the balance-sheet for the week was read and accepted. A resolution was proposed by Mr. Campbell, seconded by Mr. Webster, and accepted, that we take the banner on Sunday, May 5, in honour of the Demonstration of Labour, and members are requested to turn up in force at the Unity Hall, at 11 a.m. sharp. After several things of importance were disposed of the meeting was brought to a close. Members will be required to show clear cards in May.

Members please note that an office is now opened in Hotham-street, first door on the left opposite the Alexandra Dock, Hedon-road.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. J. Riddle in the chair, the minutes were adopted, also the weekly financial report, and the delegate gave in his report. The crew of the *Gem* received their account of wages, charging them 1s. each for Federation tickets, which the men with a little assistance from the Union officials, stoutly refused to pay, the master declaring that he had no intention of robbing the men in daylight. The case of J. C. Smith was gone into, a member of Newport Branch, and it was resolved that we write to the Executive giving the full particulars of his case (for which see page 3.) Report was given in from the demonstration committee. Resolved that we take part in the demonstration in Newcastle on Sunday, May 3, Labour Day, with banner and sashes, going by 1 p.m. train from North Shields. Start from Big Market, Newcastle, at 3 p.m. G. Cowie gave in his resignation, which was accepted, after a hearty vote of thanks for the past services rendered. Resolved that W. O. Brown take office as secretary on May 4, 1891. A vote of thanks brought the meeting to a close.

SOUTH SHIELDS BRANCH.

The usual weekly meeting was held in the National Union Hall, Mill Dam. The minutes were duly confirmed, and also the weekly report, which showed that we are gaining a good position, and that there were five members on the sick list. After the routine business, complaint was made in reference to the Federation ticket. It was stated that in some parts of the country our members received the ticket without any trouble, so long as they showed the amount of sea service, but unfortunately in South Shields some of the most steady men have no end of trouble. It takes them a day in getting the ticket. The secretary had to go up and threaten the officer with a summons, before he would give one man his ticket, and at the same time men that have been a pest to the officers and crews have got them without any trouble. Correspondence was read from head office, and from the son of the late John Borrow, thanking the members for the way that the Union had helped his mother in her hour of trouble. It was resolved that we attend the May-day demonstration in Newcastle, and subscribe one pound towards the arrangements, and that all members intending to go meet at the hall at 1 o'clock. It was moved that the secretary send for a new national flag, as the one we have is the worse for wear, and that it be washed and repaired and hung in the hall as a relic of great triumphs. The usual vote of thanks terminated the meeting.

A meeting was held on Sunday, April 26, in 71, West Holborn, of Scandinavian sailors and firemen, before Union men and non-Union men. The subject for discussion was "Organising, and how to be organised." The outside delegate of the Copenhagen Branch, F. Skibby, was in the chair. Agitator O. H. Pedersen started speaking on the above subject, and advised every man who had not become member yet to at once join the International Amalgamated Sailors' and Firemen's Union without delay. He was followed by Mr. O. Henderson, C. Johansen and F. Skibby, who also advised all seafaring men to get strongly united and to be members of the above Union. hearty cheers were given for the organising of all sailors and firemen, and for their Mother Union in England. The meeting, which was well attended and represented a good number of men, closed with songs and cheers.

Kennedie v. Cowie. (Before Mr. Justice Day and Mr. Justice Lawrence, sitting as Divisional Court, April 23) In this case Mr. Forrest Fulton appeared in support of an appeal from a decision of the borough justices sitting at South Shields, who had stated a special case for the decision of the High Court. The appellant obtained a summons under the Conspiracy and Violation of Property Act of 1875 against the respondent, who was described as a delegate of the Seamen and Firemen's Union, South Shields Branch, on a charge of attempting to compel him not to serve on board the steamship *Fortescue* on which the appellant had a perfect right to work. Objection was taken before the justices that the appellant was a seaman, and therefore that the Act did not apply, as Sec. 16 of the Act itself specially laid down that nothing in the Act should apply to seamen. The justices held the objection to be good, and dismissed the case. The learned counsel now submitted that the justices were wrong, as otherwise a person who was not a seaman might intimidate as much as he liked and would not be subject to punishment, as he would not come under the Merchant Seamen's Act, which dealt with seamen only. Mr. Lawson Walton, Q.C. (with him Mr. Neville), argued that the justices were right in their interpretation of the Act. Mr. Justice Day, however, thought it was quite clear that the saving clause in the Act

only applied to the offender. Here the offender was not a seaman, and, as there was no doubt he committed the offence, the Act applied to him. The case must, therefore, go back to the justices with instructions to exercise their discretion. Mr. Justice Lawrence concurred. The case was accordingly sent back to the justices.

SUNDERLAND BRANCH.

At the usual weekly meeting, April 27, at the Dog and Pheasant, Coronation street, Mr. J. W. Priest in the chair, and there being a good attendance, the weekly return was submitted and adopted. The question of the rating of A.B.'s was then brought under discussion and many things were pointed out relating to the present custom in the shipping of men in the time of dispute when the shipowner cares not what class of individuals are put on board of vessels in the shape of men. But in the time of peace they are crying out and complaining of the incompetent seamen who are in the market to man ships with, yet ignoring the fact that they themselves are the sole cause of such a state of affairs. It was moved Mr. J. Cathey, seconded by Mr. P. McGuiness that the Executive be called upon to take the earliest steps to introduce a Bill in the House of Commons stipulating the qualifications of an able seaman. It was carried unanimously. Mr. J. Cathey moved, Mr. F. Hines seconded that the best thanks of this Branch be accorded to Mr. S. Plimsoll for his gift of books and literature. Mr. F. Hines moved, Mr. J. Cathey seconded, that the Editor of *SEAFARING* be requested to insert in *SEAFARING* the date that Mr. J. H. Wilson will be released from the Cardiff Hotel, so that all those who are at sea at the time may be able to relieve their feelings on that date by the ringing of bells and the blowing of whistles.

MIDDLESBROUGH BRANCH.

At the general meeting, April 27, Mr. Jas. Mucklow in the chair, Mr. Wm. Bowden, in the vice-chair, very few members in attendance, the minutes were read and confirmed. The secretary then read the correspondence, which included letters from several Branches. After being thoroughly discussed, it was moved by Mr. T. Fletcher, seconded by Mr. Wm. Dodsworth, that the correspondence be adopted; carried. After other business the meeting adjourned.

SCANDINAVIAN DEPARTMENT.

The usual weekly meeting of the Gothenburg Branch was held April 22. After the adoption of the minutes it was proposed and carried, that we participate in the Demonstration on May 1. Mr. L. Lundgren then moved the following resolution, which was unanimously carried:—"This meeting of the sailors and firemen of the Gothenburg Branch express our heartfelt sympathy with Mr. J. H. Wilson, and protests with indignation against the unjust sentence passed on him, hoping that this blow aimed at the Union will not hurt its progress, but the work will be continued with energy as before."

DUNDEE BRANCH.

At the weekly meeting, April 27, Mr. James Jenkins, president, in the chair, there was a fair attendance of members. The minutes and income and expenditure having been approved of, the quarterly report for the last quarter was then submitted, showing that the income to the Branch had been as follows:—Entrance fees £44 6s., contributions £190 15s. 3d., sick fund £1 6s. 6d., cards, rules and medals £4 6s., *SEAFARING* £1 7s. 7d., levies £14 16s. 10d., rent for hall 18s., silver medal 5s. 6d., fines 5s., and strike pay repaid £3 10s. 6d., making in all, with the balance from last account, £480 2s. 9d. The expenditure for the Branch being as follows:—For salaries, caretaking and cleaning, postage and telegrams, miscellaneous, *SEAFARING*, commission, non-local entrance fees, auditor's pay, contribution to railway strike, and coal, £68 11s. 2d. The total of the other items of the expenditure being for shipwreck, superannuation grants, nonlocals at head office, sick payments, doctors' fees, deputation to shipowners, bill posting, strike pay, pickets' pay, secretary's expenses to Cardiff re the *Lizzie English* appeal, travelling relief, and levies to head office, £114 19s. 1d., leaving a balance in the treasurer's and secretary's hands of £298 11s. 7d. Correspondence was then read, amongst which was a circular from the Labour Electoral Association requesting the Branch to send a delegate to their annual congress, but as it did not come through the head office, the circular could not be entertained. Correspondence was also read from Burntisland and London. Mr. Elder moved that a hearty vote of thanks be accorded to Mr. James Moodie, secretary of Burntisland, for the way in which he worked the s.s. *Diamond*, the same being heartily responded to. A discussion also took place regard-

ing a man who had accepted a job on a steamboat belonging to Ayr, at wages 4s. 8d. below that of Dundee. It was decided by the members to withdraw that member from the steamer. The question of sending a delegate or delegates to welcome Mr. J. H. Wilson on his release from Cardiff prison was brought up by Mr. A. Fortune, who was of the opinion that a representation should be sent for that purpose, thereby showing the appreciation of the Dundee Branch for the all-round good work and benefit that the members have received by the exertions of Mr. Wilson in binding them in the bonds of union. A short discussion ensued on the above subject, the members being in favour of a deputation being sent to Cardiff, but it was considered prudent to let it remain over for another week to enable other members to give an expression of their views on the subject. The owners of the Gem Line Steam Shipping Company are still showing their kindness to sailors and firemen by endeavouring to reduce their wages in another of their steamers—viz., the s.s. *Ruby*, which was posted up at the shipping office for a crew on Saturday, at the reduced wages. The men here again refused to accept of their terms, the consequence being that the petty officers and the agents of the Shipping Federation had the pleasant duty of taking that vessel round to Burntisland on Sunday morning, the engineers acting as firemen, which says very little for the Trades Unionism of the engineers in that employ, and who consider themselves far above firemen in the social scale, but who do not scruple to take in their hands the tools by which the firemen make their livelihood. At time of writing, information has come to hand that the s.s. *Ruby* is lying in Leith Roads and cannot get a crew, having remained there for over twenty-four hours, thus losing as much as would have paid the whole of the sailors' and firemen's wages for a voyage.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting of the Newcastle Branch, held April 13, Mr. Dunn in the chair, after a discussion as to the short attendance of members, the following resolution was moved by Mr. Scott, seconded by Mr. Geo. Jackson, "That the members of the Newcastle Branch sympathise with Mr. J. H. Wilson, and request the Home Secretary to take immediate steps for the release or a remission of the sentence Mr. Wilson is now undergoing at Cardiff prison", carried unanimously. The secretary, Mr. Mansell, said that it was now a painful fact that a number of lives had been lost through the shipwreck of the s.s. *Strathairly*, and it was the duty of the members to move a vote of condolence with the relatives of the members of the Newcastle Branch who had thus lost their lives. The chairman also spoke and specially mentioned the case of two brothers being lost by the sad catastrophe. Mr. Scott moved, Mr. Blank seconded, and it was carried unanimously, "That the members sympathise with the relatives of those lost by the shipwreck of the s.s. *Strathairly*, the same to be recorded in the minutes." A vote of thanks concluded the meeting.

A general meeting was held April 27, Mr. C. Gibson, president, occupied the chair. The half-yearly report and the weekly statement for the week ending April 26 were read and approved of by the members present. A resolution was passed that each day's expenditure and income be made out and posted up in the office for members to see. A vote of thanks concluded the meeting.

BURNTISLAND BRANCH.

At the weekly meeting, April 27, Mr. Chas. Campbell in the chair, there being a good attendance of members from other Branches, after the enrolment of four new members, a resolution was passed for the secretary to draw up a memorial to be forwarded to the President of the Board of Trade to bring under his notice the practice that a Dundee Line is alleged to be carrying on, viz., leaving Dundee undermanned on deck and no firemen on board, the two engineers having to fire and attend to the engines likewise, a thing that no English engineer would dream of doing when there are plenty of good firemen standing on the piers. I have lately had a conversation with a man named Richard Mackie, who came here from Dundee with the s.s. *Ruby*. He told me the mate engaged him to come round with her, and because he would not turn to next morning he was ordered ashore and received nothing for his trip, and he had to hawk through Burntisland with a pair of new half Wellington boots under his arm until he sold them for 7s. to pay his fare out of Burntisland, he not being a Union man. If he had been he might have had his boots still and got paid for the run round; but perhaps that will go to swell up the shareholders' dividend. As for the Sailors' and Firemen's Union being at low

water mark, as some shipowners hold out, we have never come that low that any of our secretaries had to go runs the same as the man with the white hat has to do who came round with the *Ruby* on Sunday, he being the Federation secretary, I am told, for the port of Dundee. Before the meeting closed a hearty vote of thanks was given to the Union men in Dundee for the pluck they had shown in not accepting the reduction of wages, and we have no doubt that before long there will be plenty of boats for the men without the Gem Line. But before closing this report I may show the difference between the Union men in Burntisland and the roughs who frequent this port. The s.s. *Ruby*, of Dundee, shipped a crew of firemen who have been knocking about here for a fortnight, that no other engineer would have, and after getting their advance notes cashed, and the boat going out of the dock at 4.45 p.m., two of them were not to be found, so the boat had to bring up in the roads, and she is still laying there at 8 p.m. while I am writing this. So much for shipping men that no one else would have. On the other hand, the s.s. *Eden*, of West Hartlepool, shipped four good Union firemen belonging to Burntisland, who had worked on board of her for two days. She went out of the dock after the *Ruby*, and proceeded right on to sea, and every man of them sober. The *Eden* is now out of sight and well on her passage, and left the poor *Ruby* laying at anchor in Burntisland Roads. Go at it, good Federation!

DUBLIN BRANCH.

On April 24 the usual weekly meeting of the above Branch was held at the Union Hall, 50, Seville-place, Bro. M. Burke presiding. The minutes of the previous meeting, as well as the financial account and correspondence having been read, seconded and accepted as satisfactory, it was proposed by Bro. Maxwell, and seconded by Bro. Perrin, that Michael Bryce be accepted as a brother member of this Union. Carried unanimously. A short discussion then arose about the proposed illuminated address to be presented to Mr. J. H. Wilson on his release from Cardiff Prison. Several drafts were submitted, and it was proposed by Bro. Roche, and seconded by Bro. Maxwell, that Mr. P. A. Tyrrell's draft be accepted as being the most suitable address; carried. The secretary then spoke on some members being sent to present it. It was then proposed and seconded that we send the secretary and Bro. Maxwell. Bro. Maxwell declined on several grounds, and as an amendment it was proposed and seconded that the question remain open till next meeting night; carried. It was then suggested that any Irish Branch that contributed towards the address, and wished to send a delegate could do so by each Branch bearing its own delegate's expenses; passed. A long discussion then took place on a matter concerning the port of Dublin, but which at present is private, and will be published later on. The chairman then addressed a few words to the members, and the meeting closed.

GRIMSBY BRANCH.

At the weekly meeting on April 27, the vice-president, Mr. J. Taddy, in the chair, the minutes and accounts of the previous week were adopted as read, and correspondence was passed. The resolution of April 13 and 20, re Banner Fund, was again confirmed, on the motion of Bro. Canthern, seconded by Bro. J. Wright. Members please note that by these three consecutive resolutions, 6d. per member will be levied on all members, new and old, after this date. On the outside delegate's report being read, the secretary laid a complaint against him for using bad language in the office. On the motion of Bro. Lloyd, seconded by Bro. McDonald, it was resolved that he be severely reprimanded for such conduct, this being the first time he had been reported. Bro. Patterson made a written appeal to the Branch to remit his contributions for the present, seeing he had been suffering from intermittent fever and rheumatism since last October, and was still unable to follow his employment. It was resolved that we remit his dues in accordance with the rules, and that we hand him over the contents of the benevolent box established for that purpose. This concluded the business of the meeting.

Shipping fair, unemployed below the average. Union rates still maintained, Mediterranean, Suez Canal, and River Plate A.B.'s, £4 10s.; firemen, £4 15s.; Baltic, £4 15s., all round.

Friend (noticing the confused heap of goods of every description scattered promiscuously around the shop): "Hello! what's happened? Been taking an inventory, had a fire, or are you going to move out?" Merchant: "That shews how little you know about shopkeeping. We have merely been waiting on a lady who dropped in for a paper of pins."

BOSUN'S LOCKER.

"It is no good arguing with a policeman," says a youthful wit, "for you never get much change out of a copper."

A bad bargain.—Hardup: "Wonder what I would get if I put this overcoat up?" Wiggins: "Pneumonia, I guess, in this weather."

In Australia.—German: "I'm going home to the Fatherland." Englishman: "How strange, I am on my way to the Mother country."

First bicyclist: "How does this road strike you?" Second bicyclist (taking a header from the wreck of the machine): "Quite forcibly, Fred."

Young wife: "John, mother says she wants to be cremated." Young husband: "Tell her if she'll put on her things I'll take her down this morning."

Appearances do not always count.—Stranger: "Who is that large, fierce-looking man?" "Oh, that is Bagley. He teaches the infant class in the public school."

The girl of the period.—Isabel: "What an awfully shoddy girl Genevieve Flyaway is! Every thing about her has the air of being marked down." May: "Yes; even her age."

Speaking from experience.—A Londoner, recently introduced to a newly-married man, congratulated him warmly, and said: "Ah, these Devonshire girls make good wives, I've had three of 'em."

"Something happened to me yesterday that will never happen to me again, if I live to be a thousand years old," remarked Gilhooley to Gus de Smith. "What's that?" "I was 40 years old."

Soothing her.—"I'm feeling very ill again, doctor. Do you think I'm going to die?" "My dear madam, compose yourself. That is the last thing in the world that is going to happen to you."

A green 'un who had never before seen a steamboat fell down through the hatchway into the hold, and being unhurt, thus loudly expressed his surprise: "Well, if the confounded thing ain't holler!"

Baldwin: "Rambo, you are looking very rocky. Go and take a Turkish bath. It will do you good. I have just had one." Rambo (steading himself with a great effort): "Gil-glad t' hear it, my 'steamed fr-friend."

Ah, maiden coy and debonair,
With visage like the sainted,
I fear you're not one-half so fair
As I have seen you painted.

New Jersey claims Noah because he was a New-ark man, but a New York paper wants to know what the South has done. Surely, it cannot be denied, says this authority, that Noah looked out of the Ark-an-saw land.

"Do you like babies, Mr. White?" asked the young mother tenderly of the grim old bachelor who sat at the foot of the table. "Don't know, m'm," replied the bachelor promptly, between two mouthfuls, "never tasted any."

PARADOXICAL.

As along life's road you travel,
Peculiar things you'll often find are true:

Take a preacher and a gambler:

The latter is the better of the two.

Mrs. Young: "I'm afraid my husband is killing himself with overwork." Mrs. Odds: "How is that?" Mrs. Young: "Why, when we first got married he always got home from his office at five, and now he is often kept until 10."

The doctor is right.—"Dr. Hammond says that death is not a necessity." "Does he? Well, I have just finished settling up Harkins' estate, you know, and, judging from the undertaker's bill I paid, I'm prepared to agree with him. It's a luxury."

A lady of Honolulu

Tried to catch an unwary cuckoo

She copied its song,

Which she sang all day long.

But the cuckoo said, smiling, "Pooh-pooh."

She was talkative.—"Oh, John!" said Mrs. Smith, tearfully, "ma has cut her thumb dreadfully and the doctor says there's danger of lockjaw." "He needn't be afraid of that," replied Smith sarcastically. "She'll never give her jaw a chance to lock."

"An' phwat is your Jamie doin' these days, Mrs. O'Tare?" "Ah, Jamie is doin' foine. He's a director in the obery house an' wears a swallytail coat." "A director, is it? An' phwat does a director do?" "Shure he directs the people to their seats."

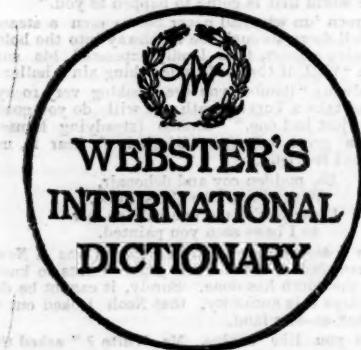
"I wonder what Mrs. Fangle named her baby Lucy for," remarked Mrs. Snaggs; "none of her relatives have had that name." "Named it Lucifer, did she?" replied Snaggs. "Very appropriate, I'm sure. She expects the girl to make a match some day." Mrs. Snaggs went upstairs to analyse it.

A constable who was on duty in Terenure village a few days ago, and being in a very thoughtful mood, was accosted by a young lady who was passing at the time in the following manner:—Lady: "A penny for your thoughts." Constable: "Not worth a farthing, miss, as I was just thinking about you."

Making great progress.—Mrs. Portly Pompous: "All you will have to do is to teach my son and go walking with him." New tutor: "I will do my best, madam." A month later Mrs. Pompous asks: "Does my son show much talent? How is he coming on?" "He is coming on very well." "He has great talent for walking."

The bread of idleness.—Loafing.
A millionaire has large will power.
Food for thought.—Brain nutriment.
A poor scissor-grinder met with a sad death the other day. He died of sheer exhaustion.
"You look as if you were beside yourself," said a wag to the dude standing by a donkey.
A correspondent has such a cold in his head that he can't wash his face without freezing the water.
All is fair in love and war—including many things which would otherwise be pronounced brunettes.
There is no difference between a dead miner and a live one, for in either case his dream of life is ore.
Philistine: "Of what use is the editor of a paper?" Young reporter: "To make a long story short."
A failure.—Bixley: "Have your wife's family forgiven your marriage?" Baron Nocash: "All except my wife."
Mrs. Blotter, of a literary turn: "And, John, order a gallon of midnight oil. All our best writers, I am told, burn it."

NEW EDITION,
THOROUGHLY REVISED AND
GREATLY ENLARGED.
2118 PAGES. 3500 ILLUSTRATIONS.



Price 81/6. 12 Parts, 2/6 Each.

Editorial Work upon this revision has been in active progress for over 10 Years. No fewer than 100 Editorial Labourers have been engaged upon it, and over £60,000 was expended in its preparation before the first copy was printed.

Prospectuses Free on Application.

**G. BELL & SONS, 4 YORK STREET,
COVENT GARDEN, LONDON.**

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months 6s. 6d.
Six Months 3s. 3d.
Three Months 1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union. All subscriptions must be paid in advance

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address to 185, Fleet-street, London, E.C. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 185, Fleet-street, London, E.C., to whom all remittances must be made payable. The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

**THE BEST HOUSE FOR
SAILORS' & FIREMEN'S BOOTS & SHOES**
IS
S. VINICOMBE'S,
11 & 23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

PROFITABLE EMPLOYMENT.

WANTED AT
CALCUTTA,
BOMBAY,
SHANGHAI,
PORT SAID,
MALTA,
NAPLES,
VENICE,
GENOA,
& BILBAO,

Agents, dealing with Ships, to supply the Crews with an Article in
GREAT DEMAND AMONG SEAMEN.

Payment by Liberal Commission.

Apply, with reference, by letter only, to **AGENT, c/o SEAFARING, 150, Minories, London, E.**

SHIPMASTERS AND OFFICERS
WHO WISH TO
PROTECT THEIR INTERESTS,
SHOULD AT ONCE JOIN THE
UNION OF SHIPMASTERS
AND OFFICERS
OF GREAT BRITAIN AND IRELAND.

Registered No. 552.
Head Office: 88, MARKET PLACE, SOUTH SHIELDS.
Members can be enrolled and Cards and
Rules Returned
By forwarding entrance fee, 5s., and 6d. for card and rules of membership, by postal order to
CAPT. HENRY S. BARRETT, Chief Sec.
Agent in London, J. F. NASH, Master Mariner,
77, Liverpool-rd, Barking-rd, Canning Town.

Legal Eight Hours' Working Day Demonstration to Hyde Park.

Members of the National Amalgamated Sailors' and Firemen's Union are requested to muster in force on Sunday Next, May 3, to attend the above Demonstration.

The Procession will start from the Beckton-road at 11 a.m. sharp, headed by bands and banners of the Sailors' and Firemen's Union, Green's Home, Tidal Basin, Grays, Gravesend and Tower Hill.

Let us still maintain our foremost position as Trade Unionists.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Loudon-derry
Barry	Middlesbrough
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local money. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes, Tickets 3d. each, to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners' Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

LEITH BRANCH.

On and after Wednesday, May 6, and until further notice, all communications for the above Branch should be addressed to Mr. James Brown, Seamen's Union Office, 15, Commercial-street, Leith.—ARCHD. PRATT, President.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

PENARTH AND BARRY BRANCH.

The offices of above Branch was removed from Sydenham-street to Kingsland-crescent on April 4, 1891. All communications must now be addressed, "Seamen's Union, Kingsland-crescent, Barry Dock."—J. HARRISON, Secretary.

DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these Branches, on Monday, April 13, the following prizes were drawn for:—1st prize, Silk Worked Picture (by a member), worth £4; 2nd prize, Silver Medal (enamelled); 3rd prize, Silver Medal (plain). Winning numbers: 1252, 1st prize; 618, 2nd prize; 594, 3rd prize.

NOTICE TO BRANCH SECRETARIES.

All Secretaries are requested to pay particular attention to all vessels trading from the ports of Wicklow, Arklow, and Dungarvan. Secretaries and outside delegates should insist on seeing their contribution cards, and, if not produced, action should be taken at once.—E. DONNELLY, Organizing Secretary for Ireland.

AS OTHERS SEE US.

International Seamen's Congress.—“The recognised organ of seafaring men.”

Resolution passed at meetings of seafaring men in principal ports:—“This meeting pledges itself to support SEAFARING.”

Ship Masters' and Officers' Union.—“Best medium for advertising.”

Morning Advertiser.—“Smartly written.”

Daily Chronicle.—“Ably conducted.”

Reynolds's Weekly Newspaper.—“Bright.”

Marine Record.—“Doing pioneer work.”

Coast Seamen's Journal.—“Come to stay.”

Railway Review.—“Circulation nearly 20,000.”

Literary World.—“Will be appreciated by all who go down to the sea in ships.”

Coast Seamen's Union (San Francisco).—“A worthy champion of the sailors' cause.”

Star.—“Good literary matter.”

Liverpool Daily Post.—“Most popular.”

Glasgow Herald.—“Interesting.”

Liverpool Mercury.—“The organ of the seafaring class.”

Weekly Times and Echo.—“The parent of the Seamen's and Fishermen's Unions.”

Weekly Dispatch.—“The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor.”

The People.—“Useful.”

Liverpool Echo.—“Multiform attractions.”

The Democrat.—“Useful work.”

Seaboard.—“A warranty of long life.”

Baillie.—“Dealing even-handed justice.”

Weekly Budget.—“A career of much prosperity and usefulness.”

Mercantile Marine Service Association Reporter.—“Written in true sailor style.”

Scottish Leader.—“Its sails are already filled with a favouring breeze.”

Men and Women of the Day.—“Enjoys an enormous circulation.”

Derry Journal.—“High reputation.”

Western Daily Press.—“Full of original matter.”

Eastern Daily Press.—“Something in its columns to suit even gentlemen of England.”

Engineers' Gazette.—“Rapidly improving.”

Northern Echo.—“Vigorously written. Doing its work well.”

Southampton Observer.—“Zeal and ability.”

Tonbridge Free Press.—“Interesting to everybody.”

Hampshire Independent.—“Well conducted.”

Cork Examiner.—“Most valuable.”

South Wales Echo.—“Well edited.”

Hastings News.—“A welcome guest.”

THE AUSTRALIAN WORKMAN:

The Official Organ of the Trades Unions of New South Wales.

A Journal devoted to the interests of the Worker. Not made up of cuttings from other newspapers, but of original articles and paragraphs.

Gives expression to all varieties of opinion on social questions in its correspondence.

Supports all that tends to the social, moral and intellectual elevation of the Worker, and fearlessly denounces everything opposed to it.

Is comprehensive, liberal, and unsectarian.

Subscription for United Kingdom, 8s. a year.

Offices: 282, Pitt-street, Sydney.

NATIONAL UNION
OF
DOCK LABOURERS
IN
GREAT BRITAIN AND IRELAND.

SPECIAL NOTICE TO DOCKERS.

46, HANOVER STREET,

LIVERPOOL.

March, 1891.

FELLOW MEMBERS,

As you are doubtless aware, SEAFARING a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,

R. M'GHEE, President,
EDWARD McHUGH, Gen. Sec.

JOURNAL OF THE KNIGHTS
OF LABOUR.

That is the most perfect government in which an injury to one is the concern of all.

THE JOURNAL is acknowledged to be the LEADING LABOUR PAPER in America. Its columns every week contain contributions from the ablest thinkers upon economic questions. It is the only paper in which the principles and platform of the Order are authoritatively discussed and explained.

TERMS OF SUBSCRIPTION: 1 dol. per year; 50 cents for six months; 25 cents for three months. In bulk packages to one address, 25 copies, three months, 5 dol.

Send subscriptions to JOHN W. HAYES, General Secretary-Treasurer, Box 885, Philadelphia, Pa.

SAFE ANCHORAGE.

WHERE TO BOARD.
UNION BOARDING-HOUSES.

BAREY.—Mrs. Mooney, 6, Holm-st., Cadotton.

CARDIFF.—Seamen's Institute, West Bute-street.

GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robin-

son-row, Dagger-lane.

Seamen's Union Home, 48, Mytongate.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SWANSEA.—E. Dann, 3, Strand.

THE NAMES AND ADDRESSES OF THE KEEPERS OF SEAMEN'S BOARDING-HOUSES WILL BE INSERTED IN SEAFARING AT THE RATE OF 2s. EACH PER WEEK, PAYABLE IN ADVANCE. FOR 13 WEEKS THE PRICE IS 15s.; FOR 26 WEEKS, 25s., PAYABLE IN ADVANCE. THESE ADVERTISEMENTS ARE INTENDED AS A DIRECTORY TO SEAFARING MEN, SO THAT ON ARRIVING AT ANY PORT THEY HAVE ONLY TO REFER TO SEAFARING TO FIND WHERE THEY CAN BE COMFORTABLY BOARDED AND FAIRLY TREATED. NO SEAMEN'S BOARDING HOUSE WILL BE ADVERTISED IN SEAFARING ON ANY TERMS UNLESS RECOMMENDED BY THE BRANCH SECRETARY OF THE SAILORS' AND FIREMEN'S UNION IN WHOSE DISTRICT THE HOUSE IS SITUATED.

TUG BOAT BRANCH.

TUG BOAT MEN DESIRIOUS OF PROTECTING THEIR INTERESTS AND IMPROVING THEIR CONDITION SHOULD AT ONCE JOIN THE ABOVE, WHILE THE ENTRANCE FEE IS LOW. THEY CAN BE ENROLLED AT ANY OF THE LONDON BRANCH OFFICES OF THE SAILORS' AND FIREMEN'S UNION (MENTIONED ON PAGE 8 OF SEAFARING), OR AT "CAPTAIN MAN O' WAR," HIGH STREET, POPLAR, ANY EVENING FROM 8 TO 10 P.M. THE WEEKLY MEETING OF THE TUG BOAT MEN IS HELD AT THE "CAPTAIN MAN O' WAR," HIGH STREET, POPLAR, EVERY MONDAY EVENING, AND EVERY FRIDAY EVENING AT "OLD AMER-STAR," Gravesend. OFFICE HOURS 9 A.M. TILL 4 P.M., AND 7 P.M. TILL 9 P.M.

MASTERS' AND MATES
EXAMINATION.

A GRADUATE prepares Candidates for the above in Navigation and Nautical Astronomy, the science also taught midshipmen and apprentices individual attention. Terms moderate. Address—8, Princess Terrace, Green Lane, Barking Rd., London, E.

Convenient to the Docks.

TOBACCONISTS COMMENCING,
JEWELLERS, STATIONERS, &c.
An Illustrated Guide (220 pages, 2s.)
"How to open a Cigar Store, £20 to
£1,000,"—TOBACCONISTS' OUTFITTING
Co., 188, Ruston Rd., London. NOTE
A Prospectus on the other Trades
(free).—Manager, H. Myers, Established 1866.

£20

May 2, 1891.

PATENT WOVEN BANNERS**GEORGE TUTILL, Artistic Banner Painter,**

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

ESTABLISHED

UNION CLOTHING DEPOT.

[1873.]

P. M. LEIBOW & CO.,**NEEDLE AND ANCHOR.**

210 & 212, EAST INDIA DOCK ROAD, LONDON, E

CHARLES MILLS,

No. 9, STATION ROAD (Between Mill Dam and Market Ferry), SOUTH SHIELDS.
NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND

28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.
ALL GOODS WARRANTED

SPECIALITIES IN
SEAMEN'S BEDDING
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

J. LEWIS,
SEAMEN'S OUTFITTER,
54, BROOMIELAW, GLASGOW.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS,
(Near the East Dock),
SWANSEA.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW, GLASGOW.

All Seamen going to GRANGEMOUTH should visit
WALKER & CO.,
DRAPERS AND OUTFITTERS,
GRANGE ST., GRANGEMOUTH,
Where there is always a large selection of reliable
goods to choose from.
Largest Stock of Ready-made Suits, Shirts, Flannels,
Sennits, and all descriptions of Underclothing required
by Seamen
Braces, Collars, Ties, Boats, etc., etc.
Suits Made to Measure in best possible style by experienced
workmen, from 40s. to £3 10s.
Large Assortment of Oilskin Coats, Trouers, and South-
westers of our special guaranteed make.

THE UNION PUBLIC-HOUSE IN GLASGOW
IS THE
HEBRIDEAN VAULTS,
JAMES WATT STREET.

MARKET HOUSE.
WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.
Large Stock of Ready-Mades of every description
always on hand.
Oilskin Coats, Trouers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

J. J. ROBINSON,
MARKET HOTEL,
MARKET PLACE,
MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.
Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.

CAPTAIN E. DANN,
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

ALSO
SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

**BRISTOL SEAMEN'S
CLOTHIER & OUTFITTER, &c.,**
W. J. PIKE,
HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.
Foreign Money Exchanged. No Commission to
Runners.

N. A. S. & F. UNION HOME,
13, ROBINSON ROW, DAGGER LANE,
HULL.

This Home is Conducted on Strict Union Principles.
G. A. HOGGSON, Proprietor,
Financial Member, Hull Branch.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are
respectfully requested to Board at

MRS. MOONEY'S,
6, HOLM ST., CADOGTON.
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL,
MYTONGATE, HULL.
CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

Captains Supplied at Wholesale Prices.
OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

MCCANN & CO.,
LONDON HOUSE, HOLTON ROAD, BARRY.
Seafaring men cannot do better than buy their CLOTHING
at MCCANN & CO.'S. We buy for Cash from the best man-
ufacturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.

MCCANN & CO. London House, Holton-rd, Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

SEAMEN'S UNION HOME,
48, MYTONGATE, HULL.
Members of the Union only are taken in as
Boarders in the above Home, by Day or
Week.

TERMS MODERATE.
NOTE.—All funds go to the funds of the National
Sailors' and Firemen's Union.
J. HILL, Secretary.

JAMES DYMOCK & SON,
Grocer, Ironmonger & Ship Chandler,
PIER HEAD, BO'NESS,
Near Union Office.
Seamen and Firemen supplied with all kinds of
Stores, best quality, at Lowest Prices.

UNION MEN IN LONDON
SHOULD GO TO
C. KELLY,
130 & 144a, VICTORIA DOCK RD.,
LONDON, E.,
For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
In all its Branches.

S. J. GOWER,
PRINTER,
Wholesale and Retail
COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.
N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

DAVID BECK,
GROCER & PROVISION MERCHANT
NORTH STREET, BO'NESS.
Members of the Seamen's and Firemen's Union
supplied at lowest Cash Price.
A TRIAL SOLICITED.